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The 'Ark' at sea again SAILS FOR THE MEDITERRANEAN IN NOVEMBER

H.M.S. ARK ROYAL recommissioned at Devonport on September 12, after a six-months refit, for a two-year General Service Commission which will be spent at home and in the Mediterranean, for which station she sails in November.

The carrier is commanded by Capt. D. C. E. F. Gibson, D.S.C., R.N., who is an aviator with over 3,000 flying hours to his credit. During the war he flew fighter aircraft from various carriers, including the previous Ark Royal (sunk so many times by "Lord Haw-Haw"), and since then has been Commander (Air) of other carriers and the R.N. Air Station, Culdrose.

The commissioning ceremony was attended by the ship's company of 1,500 officers and men together with their families, representatives of the squadrons that will join the ship when she sails for the Mediterranean, and many distinguished visitors, among whom were the Commander-in-Chief, Plymouth, Vice-Admiral Sir Charles Madden, Bt., C.B., and Lady Madden, the Deputy Lord Mayor and Deputy Lady Mayoress of Plymouth, the Flag Officer Aircraft Carriers, Rear-Admiral R. M. Smeeton, C.B., M.B.E., and the Flag Officer Flying Training, Rear-Admiral F. H. Hopkins, D.S.O., D.S.C., (a previous Captain of H.M.S. Ark Royal).

The religious service was conducted by the ship's chaplain, the Rev. K. P. Evans, Chaplain, R.N.

ONLY WHITE ENSIGN GAVE HER AWAY

WITH the ship's company dressed in Arab costume—pendant numbers in Arabic—and with a dhow painted on the funnel, H.M.S. Finisterre (Cdr. C. J. Balfour, R.N.), returned to Malta on August 14 after six weeks in the waters round Kuwait.

The ship, which was streaked with salt and rust after almost continuous sea time, and with thick sand which clung to everything, immediately set to, to bring herself to her normal immaculate appearance again, and the ship's company told of the awful conditions experienced in the Gulf.

KEEPING OUT THE SHARKS

SHIPS working with the Far East Fleet often spend long periods at sea and recreation thus assumes an important part of daily life on board. "Radio Belfast," run by members of the ship's company, has broadcast programmes of music, talks and news to all ships in company, as well as record requests from home.

A swimming net, some 60 feet long by 20 feet, and suspended over the side of H.M.S. Belfast to protect swimmers against sharks, has been successfully tested and used.

To keep small ships topped up with fresh provisions and bread is often a problem. H.M.S. Belfast's bakery has been working overtime recently and has supplied over two tons of bread to other ships, whilst H.M.S. Caesar collected 15 tons of vegetables from Darwin, supplying each ship on her return. During the transfer she wore an additional ensign—that of the Royal Fleet Auxiliary whose traditional task it is to supply the fleet.

Addressing the ship's company the Captain referred to the spirit which the fourth commission had inherited with the name Ark Royal and said that the new commission had a duty to enhance the reputation of the ship in order to pass it on to their successors.

The Commander-in-Chief, Plymouth spoke of the good impression that the present ship's company had already made in Plymouth.

Commissioning cakes were cut by the Captain and Mrs. Gibson, Lieut.-Cdr. Skinner (Commanding Officer, 815 Squadron) and Mrs. Skinner, Master-at-Arms Roberts and Mrs. Roberts and Chief Air Artificer Prynn and Mrs. Prynn. The guests then adjourned to the forward end of the hangar for tea.

The ship embarks her aircraft in November. These include the latest type of anti-submarine helicopters, the Wessex, which replace the familiar Whirlwinds. These will form No. 815 Squadron commanded by Lieut.-Cdr. A. L. L. Skinner, R.N. The other aircraft embarked will be Scimitars forming No. 800 Squadron commanded by Lieut.-Cdr. A. Mancas, R.N., Sea Vixens forming 890 Squadron commanded by Lieut.-Cdr. D. Monsell, R.N., and Gannets, forming 849 Squadron, commanded by Lieut.-Cdr. A. Bishop, R.N.

It was No. 815 Squadron (not 800 Squadron as erroneously stated in the September issue of this paper) which, flying Fairy Swordfish biplane torpedo-carrying aircraft, successfully attacked the Italian Naval Forces in Taranto harbour in 1940.

Fifty-five days at sea out of fifty-six

ON June 15, H.M.S. Cassandra (Cdr. O. S. H. Drummond, D.S.C., R.N.) left Kobe, Japan, for a fortnight's exercises before visiting Hong Kong.

New villa for C-in-C Med.

A 140-YEAR-OLD link between the Royal Navy and Admiralty House in Valetta was broken in September when the Commander-in-Chief, Admiral Sir Deric Holland-Martin, and his family moved to their new official residence, the Villa Portelli in Kalkara, the other side of Grand Harbour.

The house, which was built between 1761 and 1763, was leased to the Naval Authorities on January 1, 1821, and has been the official residence of the Commander-in-Chief ever since. Now it is to be returned to the Government of Malta.



H.M.S. Ark Royal, Britain's largest aircraft carrier, steaming at speed and preparing to fly off Scimitar strike aircraft. Inset, Capt. D. C. E. F. Gibson, R.N., Commanding Officer of the ship

A THIRD GUIDED MISSILE SHIP LAUNCHED Kent named

ONE of the oldest ship names in the Royal Navy was brought back into service last month, when Her Royal Highness Princess Marina, Duchess of Kent launched the Kent, the third of the Royal Navy's guided missile destroyers, at the Belfast shipyard of Harland and Wolff Ltd.

The launch took place on September 27, the religious ceremony being conducted by the Rev. R. Kilpatrick, M.A., Vicar of Ballymacarrett.

The Kent, a County-class destroyer, was laid down in March, 1960. She is expected to join her sister ships, the Hampshire and the Devonshire, in the Fleet in 1963.

Besides providing guided weapon anti-aircraft defence for task groups, the County-class destroyers will be able to fulfil all the operational roles expected of conventional ships of this size.

ARMAMENT

With a standard displacement of over 5,000 tons, an overall length of 520 feet and a beam of 54 feet, the Kent will carry one "Seaslug" guided

weapons system with a twin launcher, four radar controlled 4.5-inch guns in twin mountings situated forward and two "Seacat" close-range guided weapons systems fitted abaft the after funnel.

For anti-submarine work the ship will be fitted with the latest underwater detection equipment and a Westland Wessex helicopter carrying dipping asdic and homing torpedoes.

QUICKLY UNDER-WAY

The propulsion machinery consists of two sets of geared steam turbines for normal steaming conditions, with gas turbines to provide additional boost for high speeds and for getting quickly under-way in harbour. The steam turbines were manufactured by Harland and Wolff and Associated Electrical Industries, and the gas turbines by Harland and Wolff. Stabilisers will be fitted, which, among

their uses, will facilitate the operation of the helicopter in adverse weather conditions.

The Kent will have the latest air and surface warning radars. Her bridge will afford the captain a clear all-round view combined with the best possible weather protection. The combined operations room and weapon direction room is fitted with electronic plotting facilities.

Accommodation for her complement of about 32 officers and 400 ratings will be at a very high standard. The mess decks are fitted with bunks arranged so as to provide the maximum recreation space in each mess, while allowing for such fittings as card and writing tables and cupboards.

The last Kent, which was launched in 1926 and broken up in 1948, was one of the famous County-class eight-inch gun cruisers which served with such distinction during the Second World War.

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Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel: Portsmouth 22351 (Ext. 72194)

EDITORIAL

NEARLY nine hundred years ago 895 to be precise — there took place the last successful war invasion of the British Isles. It was on October 14, 1066, that William of Normandy landed and the Battle of Hastings was fought. All of us know what happened that day.

Since that date various attempts have been made to invade England, some of which, it is true, were nothing more than dreams in the minds of the would-be conquerors.

What has prevented these pipe dreams from becoming realities or which prevented an enemy from landing on our shores? The Navy has been the guardian of this island. Without strong naval forces Philip of Spain, with his great armada, would have landed and, although he would have been met by fierce opposition inland there is the possibility that he would have emulated the success of Harold 500 years before.

Napoleon's dream of a France embracing all Europe may have been a fact had it not been for the might of the Royal Navy.

Coming to even later days is it not a possibility that Hitler would have put his armies to the test had it not been for the ships flying the White Ensign?

Can it be doubted that he knew he would have to contend with the men and ships of the Royal Navy, sadly depleted though it was after Dunkirk, if he made the attempt to invade England?

The lesson to be drawn is a simple one. We are an island and with a strong Navy any attempt at invasion is doomed to failure. It is true that 20th century weapons have entirely altered the concept of war yet, in the last analysis, we would be failing in our duty if we were not able to defend this island with conventional forces.

Today we have some of the finest ships in the world but they are spread dreadfully thin over the oceans. We have some of the finest seamen in the world too, but, maybe, not enough of them.

Whilst it is true that the cost of the Navy is enormous, surely such costs must be treated as an insurance premium against the astronomical losses which the country would have to face should a future war occur.

Is it not a fact, therefore, that we cannot afford not to have a strong Navy?

THE FIRST FEW

Start of naval aviation

THE 1961 Farnborough Air Display had a special significance for the Fleet Air Arm. Although it is not till next year that we mark the Golden Jubilee of the official foundation of the Naval Wing of the Royal Flying Corps—shortly afterwards to be known as the Royal Naval Air Service—1911 saw in fact the early beginnings of aviation in the Royal Navy; the first selection of a small body of officers to undertake an approved course of training as pilots.

In March of that year, out of some 200 volunteers, four officers were chosen to take advantage of an offer of training at the Royal Aero Club's aerodrome at Eastchurch in the Isle of Sheppey. One member of the Club had offered to lend two Farman machines and another to instruct. The four officers selected— all, be it noted, from sea—were Lieutenants R. Gregory, R.N., of H.M.S. Antrim, A. M. Longmore, R.N., of H.M. Torpedo Boat 24, C. R. Samson, R.N., of H.M.S. Foresight, and D. Wildman-Lushington, Royal Marine Artillery, of H.M.S. Bulwark. The latter fell sick and was no able to join the course till later on, his place, however, was at once taken by Lieutenant E. L. Gerrard, Royal Marine Light Infantry, of H.M.S. Hermione.

All five qualified after six weeks' instruction and eventually the Admiralty was persuaded to buy the two machines and to send 12 ratings to form the nucleus of a flying school. Additional aircraft, consisting of one Blériot monoplane and two Short twin-engined biplanes, were added to the establishment.

From the start, attention was given to the problem of operating with and from ships of the fleet, and in December, 1911, Lieutenant Samson, in a Short biplane, took off from a landing platform built on the forecastle of H.M.S. Africa, at anchor at Chatham. He made a safe descent alongside, using flotation bags lashed to the wheels.

These men were the Fleet Air Arm's pioneers and their efforts should inspire us towards the continued ideal of an effective and well equipped Fleet Air Arm. Their successors, who represented the Royal Navy at this year's Farnborough show, with their Scimitars and Sea Vixens, demonstrate not only their own prowess and the skill of the designers and manufacturers, but the vision of those First Few.

AWARD FOR ZEAL



Chief Electrical Artificer (Air) F. L. J. Crouch, of 130 Chantry Road, Gosport, receiving the British Empire Medal from the Flag Officer Air (Home) at Divisions in H.M.S. Ariel, Lee-on-Solent, 15 September, 1961. The award was for outstanding zeal and devotion to duty as a member of the Wessex helicopter Special Maintenance Party of H.M.S. Ariel.

IONA MARBLE FOR FAREHAM

A PIECE of marble from the original abbey of St. Mary's, on the Island of Iona, will be carried from the island to Fort Blockhouse by H.M. Submarine Porpoise.

The marble is intended for a font in the new church of St. Columba to be built north-west of Fareham and representatives of the church will collect it from the submarine when she returns to Portsmouth.

Letters to the Editor

Constantinople thought allies were landing

LONE SUBMARINE'S EXPLOITS

SIR.—Today, September 4, being the anniversary of the sinking in 1915 of H.M. Submarine E.7 (Lieut.-Cdr. Cochrane), I would like, through the medium of the "Navy News," to recall one or two events in which this submarine made history.

On her first patrol through the Dardanelles, she played havoc with enemy shipping, sank ammunition ships and even sent a torpedo ashore which made the panic-stricken populace of Constantinople believe that our Navy had penetrated the Narrows and were operating in force.

Ships were sunk, dhows captured and scuttled, a troop train was attacked and four ammunition wagons were blown up. The submarine even attacked a heavily protected ammunition ship, E.7's torpedo running under the escorts, hitting the ship Biga which blew up and disappeared.

On another occasion, while placing a boarding party aboard a prize—a large steamer alongside the pier at Rodosto, the enemy opened fire. In an attempt to destroy the steamer a charge was placed on board, but this exploded prematurely and the first lieutenant, Lieut. Hallifax, and an able seaman were badly burned.

In an attempt to get out of the Narrows, with many of the crew suffering from dysentery and with enemy surface craft hunting her, E.7 was fouled by two large cables which held her tight. The Turks, watching on shore, noticed the nets being dragged out of position and sent destroyers to drop explosive charges on the spot where the nets were being dragged under by the submarine.

After several close explosions, one dropped near enough to render E.7 a cripple. With the air getting fouler every minute, with two men badly

burned and most of the other members of the crew in a sorry state from dysentery, the captain realised there was nothing to be done but scuttle the boat. He therefore destroyed his confidential books, logs and documents, placed explosive charges in various parts of the submarine and, just before 7 p.m., surfaced.

Immediately E.7 came under fire from three motor torpedo boats, but as soon as the crew were all taken off, the scuttling charges rent the stricken submarine almost in two and she sank to the bottom.

Lieut.-Cdr. Cochrane and his crew were taken as prisoners of war.—S. H. GLAZEBROOK, Edgware.

ROYAL HOSPITAL SCHOOL

SIR.—I expect that many who have passed through the Royal Hospital School were surprised to read in last month's issue that next year is the 250th birthday of our school, and I am wondering how many of us look back—as the writer does—with pride for the general training, education and start in life we received at the school.

It is felt by a few that this would be an appropriate time to show our appreciation of what the school—whatever we were fortunate enough to receive our training in, either Greenwich or Holbrook—did for us, by making a presentation in some form or other. Should any of you, therefore, feel that you would like to donate to such an object, may I suggest that you get in contact with the hon. general secretary of the Old Boys' Association; he is Mr. R. G. Richards, 76 Chesterfield Road, Copnor, Portsmouth.

With best wishes to all old boys everywhere.—R. D. PALMER, 9, 57, 1913-1916.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

H.M.S. Rorqual, end of October, at Devonport, for service in First Submarine Squadron.

H.M.S. Andrew, December 16 at Singapore for service in Seventh Submarine Division.

H.M.S. Aeneas, January, 1962, at Portsmouth, for service in Second Submarine Squadron.

H.M.S. Tabard, February 2, at Sydney, N.S.W., for service in Fourth Submarine Division.

H.M.S. Artemis, end of February, at Chatham, for service in Second Submarine Squadron.

H.M.S. Thermopylae, March 2, at Chatham, for service in Fifth Submarine Division.

H.M.S. Grampus, April, at Portsmouth, for service in First Submarine Squadron.

H.M.S. Auriga, May 18, at Devonport, for service in Second Submarine Squadron.

GENERAL

819 Squadron, October 4, at R.N. Air Station, Eglinton, Re-equipping, Wessex helicopters.

H.M.S. Aisne, October 10, at Chatham for trials, General Service Commission, January 9, Med./Home (24 months), U.K. Base Port, Portsmouth.

H.M.S. Ashanti, October 31, at Glasgow for Home Sea Service, First of class trials, General Service Commission, April (tentative date), Middle East/Home (16 months).

706 Squadron, November, at R.N. Air Station, Culdrose, Wessex helicopters.

H.M.S. Pellew, end November at Rosyth.

H.M.S. Ulster, December 14, at Devonport for General Service Commission West Indies/Home (21 months), 8th Frigate Squadron, U.K. Base Port, Devonport.

814 Squadron, December, at R.N. Air Station, Culdrose, Wessex helicopters.

H.M.S. Cavalier, December 11, at Singapore for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Kirkliston, December, at Devonport for Home Sea Service, 50th M/S Squadron, U.K. Base Port, Portland.

1962

H.M.S. Barrosa, January 5, at Devonport for trials, Commissions April 3 for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Loch Fyne, January 18, at Devonport, for General Service Commission, Home/Middle East (18 months), 9th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Hermes, January 30, at Portsmouth, for General Service Commission, Home/East of Suez (24 months), U.K. Base Port, Portsmouth.

H.M.S. Agincourt, February 13, at Portsmouth for trials, General Service Commission May 1 for 5th Destroyer Squadron, Home/Med. (24 months), U.K. Base Port, Portsmouth.

H.M.S. Murray, February, at Rosyth.

847 Squadron, March 6, at R.N. Air Station, Culdrose, for Foreign Service, Second Commando Carrier, Whirlwinds.

809 Squadron, March, at R.N. Air Station, Lossiemouth, Buccaneers.

801 Squadron, March, at R.N. Air Station, Lossiemouth, for Overseas Service, H.M.S. Ark Royal, Buccaneers.

H.M.S. Caprice, March, at Singapore, for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Rothesay, March, Home Sea Service, Trickle conversion* from General Service Commission, Captain (F), 20th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Lynx, March, at Chatham.

H.M.S. Rame Head, March, at Chatham, for trials.

H.M.S. Cassandra, April, at Singapore, for Foreign Service (Far East), 8th Destroyer Squadron.

H.M.S. Yarmouth, April, at Devonport, for General Service Commission, East of Suez/Home (18 months), Captain (F), U.K. Base Port, Devonport.

H.M.S. Blackpool, April, at Chatham for General Service Commission East of Suez/Home (15 months), 6th Frigate Squadron, U.K. Base Port, Portsmouth (C). (See Note.)

H.M.S. Llandaff, April, at Devonport for General Service Commission East of Suez/Home (20 months), U.K. Base Port, Devonport.

H.M.S. Loch Alvie, April, at Chatham, for General Service Commission, Middle East/Home (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth (C). (See Note.)

H.M.S. Victorious, April, at Portsmouth.

H.M.S. Whirlwind, April, at Chatham for General Service Commission, Home/W. Indies (24 months), 8th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Nubian, April, at Portsmouth for trials, Commissions for Home Sea Service September, General Service Commission Middle East/Home September 11, 1962 (tentative date) (18 months), 9th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Maidstone, May 2, at Portsmouth for Home Sea Service, Trials/

Steaming Crew, U.K. Base Port, Rosyth.

H.M.S. Whitby, May 24, at Rosyth for trials, General Service Commission, July 26, South Atlantic and South America/Home (24 months), 7th Frigate Squadron, U.K. Base Port, Portsmouth (C). (See Note.)

H.M.S. Grenville, May, at Gibraltar for Home Sea Service, Trials crew.

H.M.S. Loch Fada, May 24 at Chatham, for trials and for Foreign Service (Far East), June 26, 3rd Frigate Squadron.

H.M.S. Protector, June, at Portsmouth for General Service Commission, Falkland Islands and Antarctic (F.I.D.) (24 months), U.K. Base Port, Portsmouth.

H.M.S. Tartar, June, at Devonport for trials, Commissions November, 1962, for General Service Commission, Middle East/Home (18 months), 9th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Torquay, end of June, at Portsmouth for trials and Home Sea Service, end August, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Owen, July, at Devonport for General Service Commission Indian Ocean (24 months), U.K. Base Port, Devonport.

H.M.S. Londonderry, July, at Portsmouth for General Service Commission, West Indies/Home (24 months), 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Albion, July, at Portsmouth.

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'HEAVEN HELP THE SAILORS'

SIR.—Having recently seen a copy of the "Navy News," I was surprised to see the photograph of H.M.S. King Alfred. She must have done at least two commissions in China, for a ship I was in relieved her in 1910.

I was in the Glory when King Alfred first commissioned, the Glory being in the Channel Fleet at the time. Then I recommissioned Glory on September 18, 1907, for the Mediterranean. Our Second-in-Command was H.R.H. Prince Louis of Battenberg—every inch a gentleman. Another in the Glory was Capt. Sater (sic), to become Admiral Sir W. Pakenham. They were two of the grandest ever to sail the sea.

The Fleet consisted of the Queen, Prince of Wales (Second Flagship), Bacchante (Third Flagship) and four of one class the Glory, Canopus, Goliath and Ocean, and the Swiftsure and the Triumph.

I returned home and requalified at the Island, and then commissioned the Minotaur (Admiral Sir A. S. Winslow) for China on January 4, 1910, and we relieved the King Alfred at Singapore on March 4, 1910.

Whilst I was in the China Fleet, we lost the Bedford on Samarang Rocks in the Yellow Sea. We were going from Wei Hai Wei to Nagasaki.

What memories come back to me as I write. I remember the "on the knee" order (Lieut. Collard). He was our gunnery officer, and we won the best trophy I have ever seen under him—the Peacock Monument. I have some photographs somewhere of the gun's crew.

I also knew Stoker Moody, who was given five years' penal servitude

(later reduced to three years) for his part in the disturbances at the Royal Naval Barracks in 1906. I also remember the Commodore.

In those days one had to fly from pebble to pebble. If those serving today had the same treatment, it would be "heaven help the sailors on a night like this." Yes, you had to fight to get any food at all at times and, although I got some first prizes, I also got plenty of second prizes, but it was fun. You either gave a "socking" or received one.

We had the best eight ships the world ever knew—four battle cruisers, Indomitable, Invincible, Inflexible and Indefatigable, and four flotilla leaders, the Forward, Foresight, Sentinel and Boadicea.

I was 73 last month, so I would not stand much of a chance now.

Wishing you all success.—R. G. HADDON, Long Eaton.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Engineering Mechanic
KX 95757 A. H. Lear, KX 777999 A. H. Townsend, KX 833543 D. Brown, KX 629690 L. A. Bray, KX 527438 E. E. Ball, KX 84788 E. Street, KX 782653 I. F. Harper, KX 841017 F. W. Brown, KX 91265 T. E. Evans, KX 680715 M. Pender, KX 833594 F. P. Tilley, KX 125399 W. A. Dowling, KX 164617 P. J. I. Cooper, KX 97171 A. V. Cooper, KX 804131 E. W. Meader, KX 771832 T. Cook, KX 802735 J. R. Collins, KX 851584 R. C. Risebrow, KX 837345 C. A. Jenkinson, KX 860822 J. E. Scott, KX 912512 B. F. Evans, KX 151514 W. T. Gittos.

To Chief Petty Officer
JX 154901 F. W. Brady, JX 890944 A. Ward, JX 161872 F. S. C. Gardner, JX 163567 E. R. Duncan, JX 646423 J. E. South, JX 760345 N. E. Fawcett, JX 163601 A. J. Nicholls, JX 158156 J. C. R. Annist, JX 157921 R. E. Skiff, JX 194813 E. G. Chugg, JX 163133 W. L. Livermore, JX 161933 G. T. Bray, JX 801647 C. James, JX 170288 P. Scott, JX 428222 W. J. MacCurraich.

To Acting Chief Electrical Mechanician
MX 856503 A. E. Brown.

To Chief Electrician
MX 844993 G. G. Wilkins, MX 646468 R. G. Baron, MX 842263 K. A. Lax.

To Chief Radio Electrician
MX 835340 A. G. W. Lyon, MX 854174 G. S. Dix, MX 856448 B. Wright.

To Acting Chief Engine Room Artificer
MX 842929 T. R. Mitchell, MX 777576 P. D. Hucks.

To Stores Chief Petty Officer
MX 795928 E. J. Payne.

To Acting Chief Mechanician
KX 852154 D. A. L. Lowe, KX 854885 W. P. Beer, KX 880343 F. C. Cook, KX 854165 N. F. Thorpe, KX 878163 K. A. Lovatt, KX 880727 J. D. Stanton.

To Chief Shipwright Artificer
MX 767825 T. E. Dale.

To Acting Chief Ordnance Artificer
MX 887616 G. C. Bolton, MX 888818 B. A. Long.

To Chief Radio Supervisor
JX 890963 E. Henderson, JX 770857 E. J. Cory, JX 163455 H. N. Caslake, JX 760359 P. L. Shottbolt, JX 795558 K. G. Greenaway, JX 795676 R. C. Cummins.

To Chief Communication Yeoman
JX 170960 R. A. James, JX 157752 D. A. Vey.

To Acting Chief Aircraft Artificer (AE)
L/FX 669447 A. C. Smith.

To Chief Air Fitter (O)
L/FX 584869 R. Grubb.

To Chief Airman (AID)
L/FX 795761 K. Scott.

To Chief Electrician (AIR)
L/FX 847660 V. E. Ludkin.

To Chief Radio Electrician (AIR)
L/FX 834844 S. B. Skinner.

Friendly Wives learn about biscuits

THE H.M.S. Vernon branch of the Royal Naval Friendly Union of Sailors' wives met on September 6, after the summer recess, under the chairmanship of Mrs. H. Lloyd.

The meeting was addressed by Mr. Exelby, who represented a world-famous biscuit manufacturer. He traced the history of biscuit making in this country from the 19th century and illustrated his talk with a colour film.

When the branch met on October 4 a parade of autumn hair styles was shown.

SHIPS OF THE ROYAL NAVY

No. 71

H.M.S. TROUBRIDGE



New Flag Officer at Gibraltar

Captain E. N. Sinclair, D.S.C., Royal Navy, is to be promoted to Rear-Admiral to date January 8, 1962, and to be Flag Officer, Gibraltar, and Admiral Superintendent, H.M. Dockyard, Gibraltar, in succession to Rear-Admiral P. F. Powlett, C.B., D.S.O. and Bar, D.S.C., the appointment to take effect in February/March next year. This appointment carries with it the N.A.T.O. appointment of Commander Gibraltar Mediterranean.

Very much a destroyer man he has served in, or commanded, H.M. Ships Gallant, Fortune, Antelope, Eskimo, St. Kitts and Agincourt. In 1946 he was appointed First Lieutenant of the R.N. Barracks, Chatham, and after promotion to Commander became Executive Officer, R.N. Air

Station, Eglinton, Northern Ireland. He received the D.S.C. for sinking a U-Boat in the Channel. Since October, 1959, he has been in command of H.M.S. Sea Eagle and Senior Naval Officer, Northern Ireland and Naval Director Joint A/S School, Londonderry.

Rear-Admiral R. A. J. Owen is to be Director-General of Personal Services and Officer Appointments in succession to Rear-Admiral C. H. Hutchinson, C.B., D.S.O., O.B.E.—the appointment to take effect in January, 1962. Since July, 1960, he has been serving in command of H.M.S. Phoenixia and as Base Supply Officer, Malta.

EV'RYBODY DOWN!

ACREST for H.M.S. Troubridge, the fictitious but highly adventurous frigate in the Light Programme's "The Navy Lark" series, has been approved by the Admiralty.

It is similar in design to that of H.M.S. Troubridge, in active service



now on the high seas, and the ship regarded by the producer and cast of "The Navy Lark" as the lawful sister ship of H.M.S. Troubridge. Troubridge's crest is a crown, with the name Troubridge beneath, and a circle of rope inset with a three-arched bridge and the sea. Troubridge's crest differs in one respect—it also includes a drawing of Troubridge, completely smashing the bridge to smithereens.

Alastair Scott Johnston, the producer of the programme, says: "This crest is something that no other B.B.C. show, on sound or television, has got."

Gosport chief wins prize

CREATED in 1953 in memory of Mrs. Elspeth Curphey Kingdon, head sister in the Royal Naval Massage Service for seven years between 1917 and 1924, the Elspeth Curphey Kingdon Prize is awarded annually to the best student to qualify as a chartered physiotherapist from the R.N. School of Physiotherapy at R.N. Hospital, Haslar.

This year it was awarded to Sick Berth Chief Petty Officer Brian Simpson, of 34 Brighton Avenue, Gosport, and now serving in R.N. Hospital, Haslar.

Chief Petty Officer Simpson joined the Royal Navy on June 17, 1947, and commenced training in the R.N. School of Physiotherapy on October 1, 1957, qualifying as a chartered physiotherapist in February, 1961.

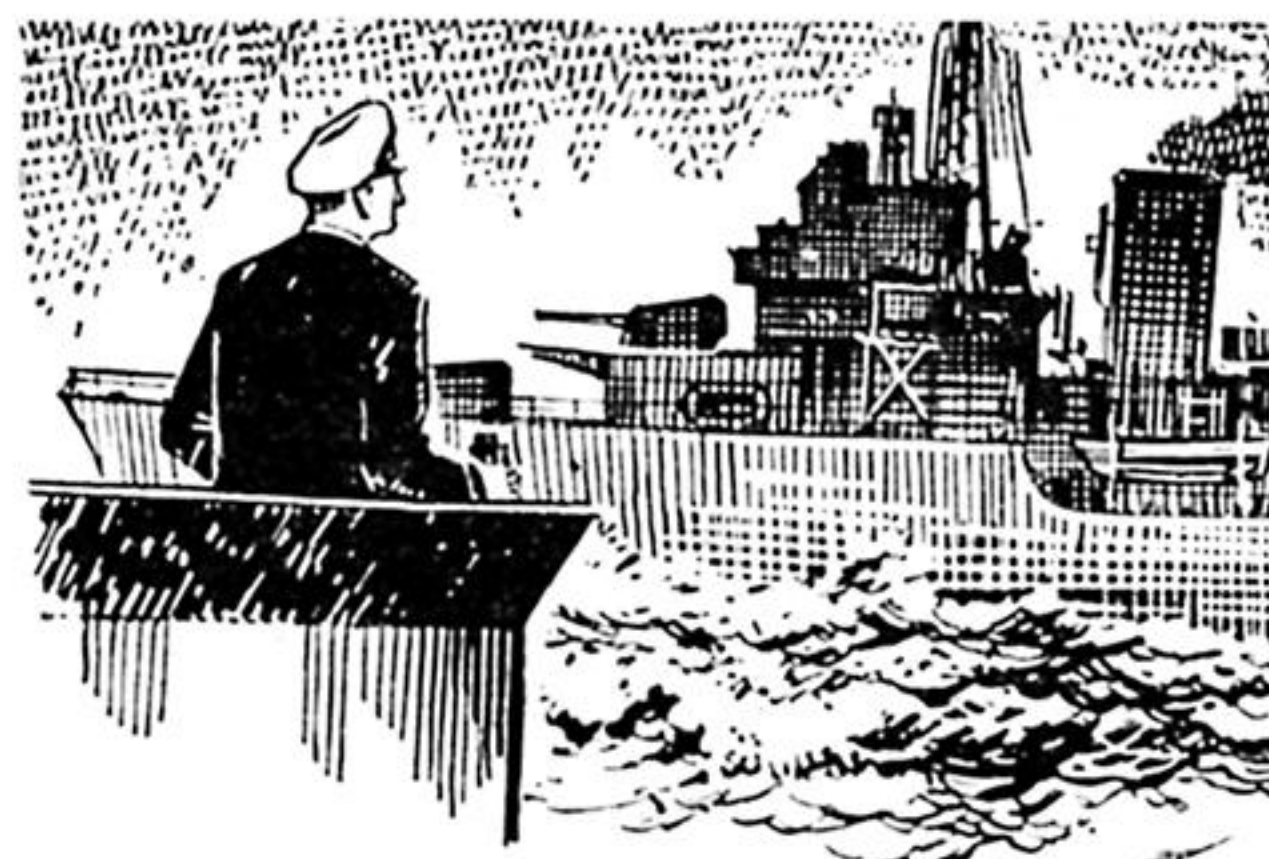
The prize was presented at the annual congress of the Chartered Society of Physiotherapy at St. Pancras Town Hall on September 16 by the chairman of council, Professor Ruth Bowden.

During the period of the congress, Chief Petty Officer and Mrs. Simpson, together with other members of the R.N. School of Physiotherapy, were privileged to dine in the Members' dining-room of the House of Commons at the annual dinner of the chartered society.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake and Excalibur.



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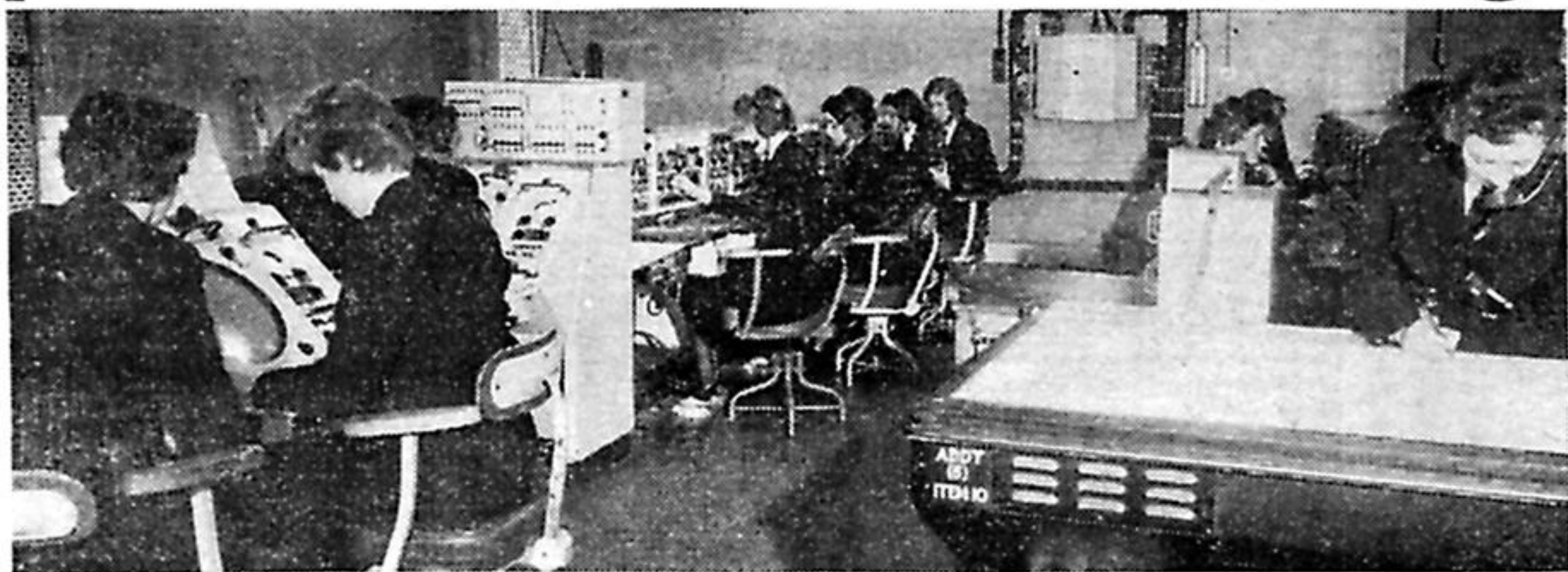
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ed as a loyal and greatly ted member and he will be sadly Members visiting Dorking are assured of a warm welcome any Saturday evening.

Girls have become an integral part of the Navy



Radar plot Wrens under training. These Wrens serve either in ports or in Naval Air Stations and operate radar sets to locate ships or aircraft and plot their positions on charts

ENJOYING THE LIFE THAT IS DIFFERENT

IN common with all branches of the Armed Forces, the Women's Royal Naval Service, an integral part of the Royal Navy, has suffered, from the point of view of numbers, from the "run down" after the war and from the smaller Armed Forces now in being.

From a peak number of about 75,000, with officers in some 50 categories and ratings in over 90 categories, many of them highly technical, the Women's Royal Naval Service is now about 3,444 strong and operates in some 20 categories.

The branches in which Wrens are employed today includes communications, pay and administrative work, cooks and stewards, dental surgery assistants, M/T. work, maintenance of wireless and radar sets, aircraft

didates undergo training at the Royal Naval College, Greenwich.

Occasionally there are vacancies for young women who have specialised at a university to enter direct as officers, but in the main candidates are looked for from the serving ratings.

The Women's Royal Naval Service today forms a cadre which could be expanded, if the need arose, very quickly. There is plenty of work for the Wrens to do but, in addition, as the pictures on this page show, there



Wren Rogers and Leading Wren Jacobs pass through the archway of the Palace Courtyard at Valetta

Wrens' reunion in Malta

ON Friday, September 1, there was an unofficial W.R.N.S. reunion in Malta, when Chief Wren Glory England, B.E.M., of H.M.S. Condor, and Chief Wren Irene Atkinson, B.E.M., of H.M.S. Sanderling, who were spending three weeks' leave there, were joined by seven Chief Wrens (Chief Wrens Grimmer, Roper, Wordley, Read, Penman, Perrin and Conway) and P.O. Wren Connelly, serving in Malta, for dinner at the Nogambo Restaurant, St. Paul's Bay, one of the island's beauty spots.

have all served together at one time or another and their combined Service totals 161 years. Three are holders of the B.E.M. and the reunion was also a celebration party for Chief Wren Atkinson, who received her decoration in this year's Birthday Honours.

Chief Wrens England and Atkinson have both served in Malta, and during their leave, which they spent at the W.R.N.S. Quarters, Hal Far, they met old friends and renewed their enjoyment of the Malta sunshine and swimming.

The chief and petty officer Wrens



Two Wrens pause to buy Malta lace in a Valetta market



A balcony at the W.R.N.S. quarters, Whitehall Mansions, Ta'xbiex, Malta. Leading Wren Jacobs, from Wallasey, Wren Rogers (Ringwood) and Wren Ogilvie, from County Cork

mechanics, cinema operators and the like.

All are doing a worthwhile job, taking the place of men who are urgently required for sea duties. During the war the Wrens ran harbour boats and many would, and could, undertake these duties again if required.

Opportunities for promotion to officer rank are provided and ratings from all walks of life have equal chances of promotion, provided they possess the qualities which fit them to be leaders. All candidates are required to pass an educational test and must earn the recommendation of their commanding officer. If selected, can-

are opportunities for travel and experiences which are denied to the "stay-at-homes."

Competition for the foreign jobs is keen, but for those Wrens whose duties keep them in Great Britain, excitement is not lacking. Sport of all kinds is well organised and there are considerable opportunities for travel within the United Kingdom.

It is said that the Royal Navy is a "man's life." It can also be said that service in the Women's Royal Naval Service is a "man's life for women," preserving, at the same time, the femininity which is their right.



Opportunities to visit ships are frequent, and here a party of visitors to H.M.S. Albion show of their pleasure



Chief Wren Glory England and Chief Wren Irene Atkinson under "the potted palm" at the W.R.N.S. Quarters, Hal Far, Malta

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A respite from shopping and sightseeing. Five Wrens rest beside a Valetta fountain

Have YOU a personal problem...?

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John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

FIFTEEN YEARS AS PETTY OFFICER

SIR.—I was interested in the letter from "Leading Cook" (John English in the September issue), and would like him, and others of the same mind, to hear my view on the subject of a "fifth five," as it very much concerned me early last year.

He should remember that a man, having made the Navy his career by serving for 22 years, including many as a senior rating, must surely be expected to wish to re-engage, if possible, in order to improve his pension and final bounty.

"Leading Cook" should be grateful that he does not belong to the seaman branch. He would have my sympathy regarding waiting time on the roster.

After serving 22 years, plus boy's service, I was refused a "fifth five" despite a good set of service documents and 15 years in the rating of petty officer, which must have made me near the top for advancement. So who can blame men in the same position for wishing to re-engage?

Everything comes in time, but I cannot agree that a wait of five or six years is a long one for advancement, as "Leading Cook" believes, and I think he will agree that I should know.
— EX-PETTY OFFICER, P/JX 149710. (Name and address supplied to Editor.)

FIRST LORD TO VISIT U.S.A. AND CANADA

The First Lord of the Admiralty flew to Washington on October 1 to begin a three-weeks' tour of the United States and Canada.

Accompanied by his Naval Secretary, Rear-Admiral F. R. Twiss, D.S.C., and his Principal Private Secretary, Mr. A. R. M. Jaffray, he will visit U.S. naval ships and establishments on the east coast of America and also Cape Canaveral and the Great Lakes Naval Training Centre at Chicago. He will have talks with the U.S. Navy Department in Washington before flying on to Canada.

In Canada he will meet the Department of National Defence and will visit Royal Canadian Naval ships and establishments in the Halifax area before returning to London on October 21.

EGGS 'A LA FLIGHT DECK'



Here is cooking with a difference and a picture which vividly illustrates the heat which crews of ships had to face off Kuwait. It shows eggs being cooked on the hot flight deck of H.M.S. Victorious by Leading Cook Riley, of Birmingham, and Cooks Bradbury, of Ipswich, and Gallimore, of County Down. Unfortunately the eggs could not be eaten—fried eggs and anti-skid paint are a poor mixture. Note that the shadows show the sun to be immediately overhead.

Minesweepers visit Indonesia

LOOKING very smart after her Annual Inspection, H.M.S. Woodbridge Haven (Captain D. L. Davenport, O.B.E., R.N.), six minesweepers of the Inshore Flotilla (H.M. Ships Woolaston, Maryton, Puncheston, Dartington, Chawton and Wilkieston) and R.F.A. Gold Ranger, visited Surabaya in Java in August.

Despite rough weather on passage from Singapore, King Neptune and his Court faithfully appeared as his line was crossed to receive tribute from his new subjects.

It was the first time for many years that R.N. ships had entered the dockyard at the former Dutch naval base, now the base of the Indonesian Navy. The flotilla was welcomed in Surabaya Strait by a deck-level fly past of Fairey Gannets flown by British-trained pilots.

The Indonesian Navy proved friendly hosts, and interesting visits were made to their ships, the Naval Academy and the Marine Training Establishment. The British community organised all-day picnic trips to the neighbouring mountains for over 100 ratings, and many a man decided to grumble no more about tropical hardships after plunging into U.K.-temperature swimming pools!

The flotilla conceded narrow wins in soccer and hockey to Indonesian Navy teams, but defeated the Surabaya Cricket Club twice. Ships were open to visitors on two afternoons.

Over £4,000 missing from Hermes safe

ALL the crew of H.M.S. Hermes—nearly 2,000 officers and men—were questioned last month concerning the disappearance of £4,200 from a safe in the ship.

The money was in a "ready-use" safe and there was rather more money than usual there because payment was due.

As the ship was at Spithead and had been operating in the Channel during the period of the Farnborough Air Show, the only conclusion that the C.I.D. officers investigating the loss could draw was that the theft was the work of someone on board.

The theft was discovered on the evening of Saturday, September 9, but by that time many libertymen had gone ashore. The C.I.D. was informed immediately and began their interrogations early on Sunday morning.

Enquiries are still being pursued and an officer is being charged with neglect of duty.

From Mombasa to operating table in 19 hours

A ROYAL Naval able seaman at Mombasa, Kenya, in danger of dying if not operated upon in Britain within 24 hours, owes his life to recent close co-operation between the Royal Air Force, Royal Navy and British Overseas Airways, who got him to a London operating theatre within 19 hours. He is now off the danger list.

The R.A.F. broke records in carrying out its part in the combined operation. A Naval call from Mombasa to R.A.F. Station, Eastleigh, Nairobi, one afternoon requested an aircraft quickly to fly A.B. C. Banks, of the escort maintenance ship H.M.S. Hartland Point, to Nairobi to catch a B.O.A.C. Comet for London.

Flt.-Lieut. James Besant, his navigator, Master Navigator John Evans, and their ground crew rushed to their Pembroke. Refuelled, its seats removed to make way for a stretcher, and with Flt.-Lieut. R. Pigache, the Eastleigh medical officer, aboard, it was away on its 300-mile flight within

40 minutes. Landing near Mombasa less than two hours after the original call, the Pembroke was airborne again within 20 minutes with the seaman and Surgeon Lieut.-Cdr. J. F. Ryan aboard. At Nairobi, Banks was put on to a waiting Comet in which airline officials had already prepared stretcher space. Within 19 hours of the Navy's call for help he was in a London operating theatre.

This was Flt.-Lieut. Besant's last flight in East Africa after two and a half years commanding the Eastleigh Station Flight. He had flown 800 hours on duty, and carried out 13 air casualty evacuations.



Standing (left to right): Mr. Bury, Mr. Meckiff and Mr. Doole. Sitting (left to right): Mr. A. T. Rand (Director), Mr. T. H. Firth Bernard, M.B.E., M.M., J.P. (Governing Director) and Mr. J. A. Carter (Director)

SIX HAVE OVER 200 YEARS SERVICE

Contented staff and customers

THERE can be very few people indeed in the Naval world who have not heard of Bernard's of Harwich, the naval tailors.

Some 66 years ago Charles Henry Firth Bernard, who had himself served in the Royal Navy, commenced tailoring naval uniforms at Harwich and founded the present-day firm.

No firm could have lasted this length of time unless it gave complete satisfaction to its customers, particularly when its customers are, in the main, Service men. They, living cheek to jowl, readily express their satisfaction or discontent to all within hearing.

Another pointer to the good name of Bernard's is the length of service given to the company by its staff. The six shown above have a service of 212 years. The Governing Director has had

54 years association with the Company, while the other five total 158 years. Seven other members of the staff have more than 25 years service each and there are quite a considerable number of between 21 and 25 years service.

Lengths of service such as these point to a contented staff and this makes for happy relationship between company and customer.

Of those whose photographs appear above Mr. Rand and Mr. Carter are at Head Office, Mr. Rand being very largely responsible for the office and for the direct despatch side of the business and Mr. Carter is the Sales Director. Mr. Bury is in charge of the Despatch Department. Mr. Meckiff is the manager at Chatham and looks after the interests of the Company in the South-East of England, while Mr. Doole is the Southern Area Manager. Messrs. Carter, Doole and Meckiff all started as boys with the Company.

Admiral Sir Caspar John, G.C.B., First Sea Lord, paid an official visit to the Belgian Navy on September 21.



After the rescue, Lieutenant J. R. Atherton, R.N. (of St. Helens, Lancs.), Llandaff's Boarding Officer (left), and Commander I. R. Bowden, R.N. (of Plymouth), Commanding Officer of Llandaff (right), with Captain Kurt Mittwoch of the World Jury.

Gremlins in the Gulf

WHEN the Loch Insh (Capt. I. G. Raikes, R.N.) found the Spanish tanker Mequenza aground on the treacherous Shah Allum shoal in the middle of the Persian Gulf on the evening of August 23 many of her sailors started dreaming of salvage money.

Such dreams were stillborn, however, as the Mequenza knew that her chummy ship, Durango, of the same company, was on its way, so she had no need of Loch Insh's assistance. However, she was grateful for the offer to stand by until the Durango arrived and, after lending moral support for three hours, the Loch Insh carried on her way.

Gremlins were at work on tankers that night for, in the small hours of the next morning, a distress signal was received from the Niarchos tanker World Jury, aground on Mesira Island.

The Llandaff (Cdr. I. R. Bowden, R.N.) was immediately sent to her assistance and found the ship hard aground on a rocky shore with heavy seas breaking over her. The shoal water to seaward made an attempt at towing off impossible, so the Llandaff's boat went alongside the tanker (no mean feat in those weather conditions) and, in five trips, transferred the World Jury's crew of 39 men and a dog to the Llandaff.

After a day's hospitality on board the Llandaff they were transferred to the World Integrity bound for Suez, and the stranded World Jury was left alone with her gremlins on this barren coast.

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SERVICE IN THE CHINA FLEET OVER FIFTY YEARS AGO

Memories of Wei-Hai-Wei

WEI-HAI-WEI was quite popular with Ships Companies, by virtue of having a beer canteen with a skittle alley, and the temperatures reasonable. It is situated at the tip of the Shantung promontory, North China. It provided a convenient anchorage for a squadron of five or six ships of deep draught, with the adjacent island of Lio Kung Tau, for use as a naval store depot, for playing fields, and the canteen. Under normal conditions, the anchorage was well sheltered, ideal for boat sailing and boat pulling regattas. It was but a short distance from the Yellow Sea, where squadron exercises could be carried out.

The visit of the Squadron to Japan had served to increase greatly the prestige of (what was then) The Great British Empire, not only by showing the "Flag," but by landing officers and men to mix with the population in all walks of life. This personal contact brought about a wave of popularity and respect for the Royal Navy. We, from the Lower Deck, who had the honour of wearing "Three Rows of Tape" had proved to be excellent diplomats.

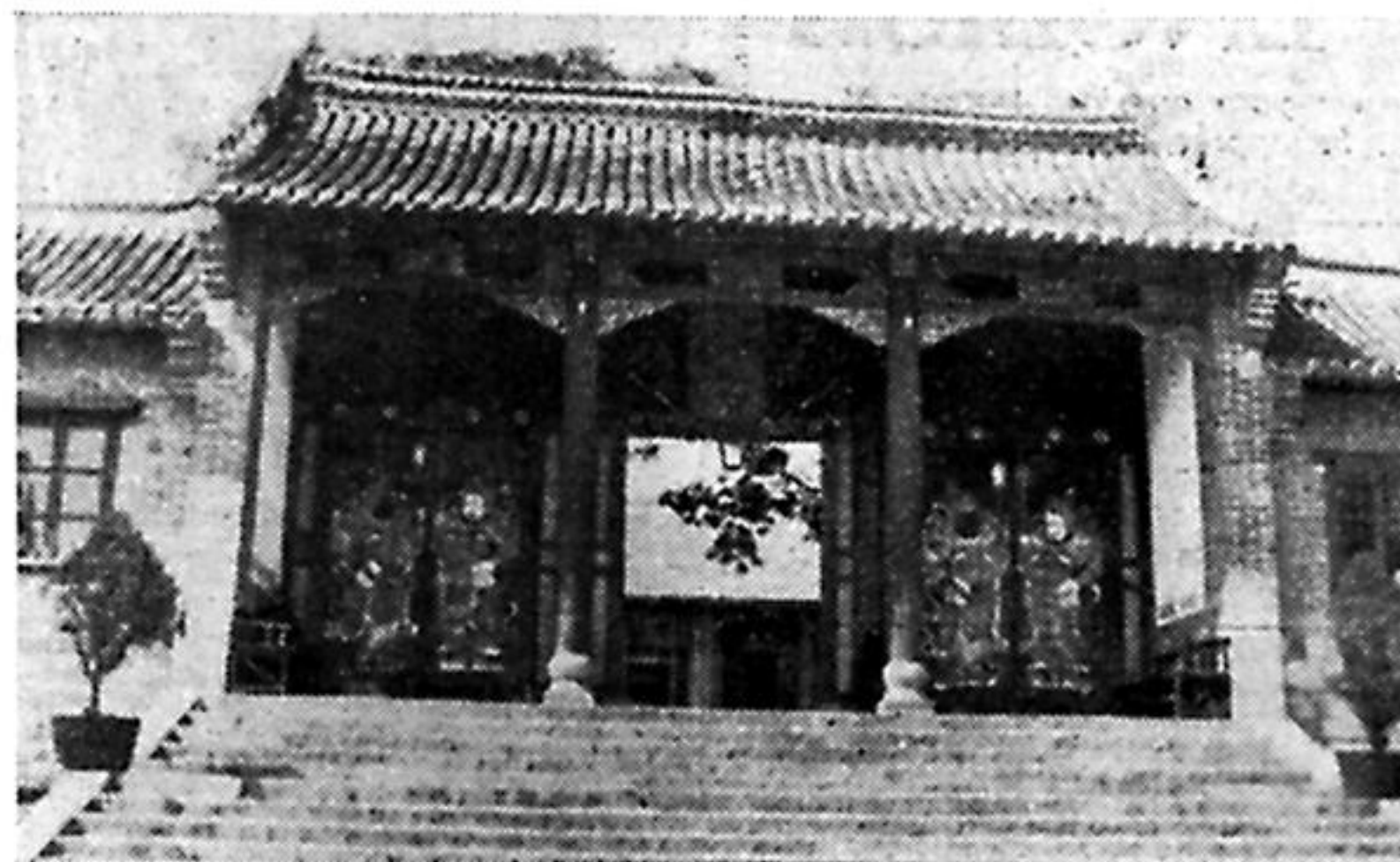
Now, here we were, back to the realities of naval routine, quickly shaking out that softness, which creeps in so insidiously after partaking very liberally, the joys of social life, and particularly the charm of the Geisha Girls.

The Typhoon had certainly brought us back to the facts of life with a jerk:

the strong sea breezes were really welcome. Fleet exercises, and those ever-popular competitions, "gunlayers' tests," loading drill, sailing and pulling regattas, were soon in full swing, thus restoring the much needed physical and mental conditions so necessary for efficiency.

LETTERS FROM HOME

One great advantage of operating from Wei-Hai-Wei was the quick transit of mails from U.K. via Trans-Siberian Railways. They were off loaded at the port of Darien, about a hundred miles north of Wei-Hai-Wei. Letters from home sent in this way only took 18 days in transit, whereas by the all sea route, mails took anything up to eight weeks. There being no "Air Mail" in those days, it was a great boon to receive letters only 18 days old. Nothing pleases a sailor more



A picture which will take the China-Fleet-man back a few years. The entrance to the Royal Naval Canteen on Liu Kung Tao islands, Wei Hai Wei.

than the receipt of a letter from home.

Towards the end of October, 1906, much to everybody's delight, the Squadron returned to Hong Kong to coal ship, complete with stores and ammunition, and to give 48 hours general leave. The King Alfred was to dock and refit.

At that time there was quite a large international fleet at Hong Kong. I particularly remember a Russian cruiser having five funnels. The German Squadron was always very much in evidence. When cruising, they appeared to shadow the British Squadron.

SAILORS IN THE MAKING

When leave was given, there were frequent clashes between ratings of different nationality. Some of the old lags amongst the "limited leave men," simply enjoyed a fight, and when they took the leave to which they were entitled, 48 hours a month, they found their way to the "drinking dens" in the back streets, where they would meet seamen of other nations. It was not long before a fight was on, which usually led, at least to the Britisher, apprehension by the patrol.

A "CRUSHER'S DRAFT"

It was on this occasion of general leave, that I decided to take Lower Deck Leave. This gave me the privilege of spending the afternoons in my mess, but the senior Ships' Corporal thought otherwise, and put me on draft to H.M.S. Waterwitch, a small surveying vessel, operated mainly under sail. As she was to leave harbour the following morning, and I, having no sailing ship experience, felt rather a novice. Luckily the Leading Hand of my mess, gave me a good briefing in the dog watches and I was able to cope the next day. Nevertheless, I was greatly disappointed at leaving the King Alfred at such short notice.

However, luck was again on my side. On return to harbour the Gunner Officer (The Right Honorable Arthur Stopford) boarded Waterwitch, and within a short period I was ordered to rejoin King Alfred. Apparently, I had been earmarked for an Acting Seaman Gunner's course and that was the reason for my recall. The Ship's Corporal was reprimanded for exceeding his duties so I knew I would have to watch my steps with this particular "Crusher" for the remainder of the commission.

A PRISON SHIP

The King Alfred was docked at Kowloon, and the Ship's Company accommodated on board the old prison ship H.M.S. Tamar, moored in the harbour. It was during the period spent on board Tamar that we had the unpleasant experience of seeing part of the humiliating and harsh treatment that men under punishment received. They were confined in cells down on the "Orlop Deck" and periodically driven like a flock to sheep to the Upper Deck to partake of much needed fresh air and exercise. A Ship's Corporal mounted the top of each deck ladder and when he blew his whistle the men simply flew up the ladders, falling in at the top, in readiness for the next flight. A second Ship's Corporal followed leisurely in their

First visit for 25 years

H.M.S. Diana (Capt. G. J. Kirkby, D.S.C., R.N.) and H.M.S./M. Sea Devil (Lieut. R. G. Heaslip, R.N.) visited Ibiza from August 23-28. This was the first visit of a British warship to this port since 1936.

The ships berthed in the centre of the old port and caused much interest among the local populace which includes several hundred British residents and many holidaymakers from Britain. On August 26 and 27 both ships were open to visitors and there were long queues on the jetty to see the cramped interior of the submarine, a few being admitted at a time. A total of 4,300 people visited the ships.

During the visit the ships' companies were sent tickets for a bullfight (score 4 bulls, 1 matador), a concert at which the principal attraction was a young woman billed as the Spanish Brigitte Bardot! and a football match. The latter, advertised all over the city as a sensational spectacle, was between the local professional team, who are in the Spanish third division, and a combined team from the ships, advertised as the Royal Navy. The ships lost 8-1 in a good sporting game before a crowd of about 4,000, most of whom seemed to be on the side of 'Los Ingleses.'

TWINS CHRISTENED

There is no Anglican priest on the island, and prayers and Holy Communion on Sunday, 27, were attended by some of the British residents. Afterwards the Diana's Chaplain, the Rev. W. J. Marson, O.B.E., Th.L.L., R.N., baptised two English babies (twins) in the ship's bell.

There was a cheerful holiday atmosphere which fitted in delightfully with the intriguing mixture of old and new. The sun and sea, food and fiestas, bars, beatniks and bikinis, all combined to make Diana's short stay an extremely enjoyable one, and a welcome break from operational exercises.

In Memoriam

George Merrett, Naval Airman 1st Class, L/F.976266, H.M.S. Fulmar. Died August 2, 1961.

Thomas Victor Oxley, Corporal, R.M.17590, 40th Commando, Royal Marines. Died August 7, 1961.

Thomas William Byrne, Acting Petty Officer, D/JX.148331, H.M.S. Thermopylae. Died August 11, 1961.

James Roy, Engineering Mechanic 1st Class, P/KX.907795, H.M.S. Londonderry. Died August 19, 1961.

Frank Gordon Toomey, Engineering Mechanic 1st Class, P/K.980676, H.M.S. Verulam. Died September 4, 1961.

Kenneth Petrie Scobbie, Junior Engineering Mechanic 1st Class, 058849, H.M.S. Ganges. Died September 5, 1961.

(Continued from column 4)

Watch. H.M.S. Crescent anchored at Spithead at approximately 0400, March 1st, and proceeded up harbour at daylight.

As the ship had to be coaled and stored for another trooping trip 14 days elapsed before we were finally discharged to R.N.B. for Foreign Service Leave.

We had been overseas two years and a month. As all previous commissions had been at least for three years we felt that we had been lucky to have been one of the first ships' company to have only served a two year commission. It had been a very happy one. H.M.S. King Alfred was a ship which inspired pride in all ranks and ratings. We had steamed many thousands of miles, visited quite a few countries, and learned how the Eastern populations lived, and realised how fortunate we were to be British.

With the prospects of several weeks' leave before me, I thought that I might take stock, having completed three years and a bit in the Royal Navy, as man and boy, and perhaps dream of the future. What had I achieved? Perhaps not a great deal, but nevertheless, I had made some progress. I had my feet planted firmly on the third rung of the promotion ladder. Having passed for Leading Seaman, I could at least try to grasp the fourth. The future for many of us was in the lap of the gods. In the meantime, I decided to live in the present, and enjoy my long period of leave.

(Continued in column 5)

NEPTUNE



The Peak, Hong Kong, with the ubiquitous sampans in the harbour.

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NEPTUNE'S SCRAPBOOK



Vice-Admiral Sir St. John Tyrwhitt, Bt., K.C.B., D.S.O., D.S.C., and Bar, was promoted to Admiral to date September 9.

Born in April, 1905, Admiral Tyrwhitt entered the R.N. College, Osborne, shortly after the First World War. He had a long period of service in destroyers and was in command of H.M.S. Juno during the battle of Crete in 1941 when the ship was sunk. A year later he was awarded the D.S.C. for services in the Mediterranean and in 1943 he was awarded the D.S.O. for operations against Rommel's supply lines. He received a bar to his D.S.C. for his part in the Salerno landings.

Service since the war includes Captain (D) Training Flotilla; with the British Joint Services Mission in Washington; Naval Assistant to the Second Sea Lord; Flag Officer, Flotillas, Indian Navy and Chief of Staff to the Commander-in-Chief, Allied Forces, Mediterranean.

Admiral Tyrwhitt has been a Lord Commissioner of the Admiralty, Second Sea Lord and Chief of Naval Personnel since December, 1959. He was appointed a K.C.B. in the New Year Honours, 1961.

Brigadier N. H. Tailyour, D.S.O. and Bar, R.M., is to be promoted to Major-General and appointed to H.Q. Plymouth Group, Royal Marines, as Major-General Royal Marines, Plymouth, with effect from February 19, 1962.

Brigadier Tailyour was commissioned in the Royal Marines in January, 1933. He was awarded the D.S.O. for gallant service while serving with the 21st Army Group in North-West Europe, and the Bar to his D.S.O. for action in Cyprus whilst commanding 45 Commando, R.M. He

is at present Commander of the 3rd Commando Brigade, Royal Marines.

Colonel F. B. Clifford, R.M., has been appointed a Royal Marine Aide-de-Camp to the Queen in succession to Colonel R. D. Houghton, O.B.E., M.C., with effect from September 4.

H.M.S. Alert (Commander G. Y. Temple, R.N.), the Commander-in-Chief's Flag Frigate in the Far East, commissioned on August 10.

Rear-Admiral J. C. C. Henley is to become Flag Officer Royal Yachts in succession to Vice-Admiral P. Darnley, C.B., M.V.O., D.S.C., the appointment to take effect in January, 1962.

Rear-Admiral Joseph Charles Cameron Henley was born in April, 1909, and entered the Royal Navy as a special entry cadet in September, 1927, from Sherborne School. He qualified in gunnery in 1935.

Promoted to captain in June, 1951, he was appointed in command of the Gunnery School, Devonport, in August of that year. He assumed command of H.M.S. Defender while she was on the Far East Station in February, 1954. In December, 1955, he was appointed Chief Staff Officer to the Admiral, British Joint Services Mission in Washington and two years later became Director of the R.N. Staff College, Greenwich.

Rear-Admiral Henley has been Chief of Staff to the Commander-in-Chief, Mediterranean, since May, 1959.

Capt. J. B. Holt, B.Sc., A.M.I.E.E., Royal Navy, relieved Capt. R. L. Clode, M.I.E.E., Royal Navy, as Commanding Officer, H.M.S. Ariel, the Air Electrical School, Lee-on-Solent, on September 22.

THE RHINO-FERRY SOON THE TANKS ASHORE 'Hotel Meon worth a five star grading'

A NEW ship's company can be likened to the proverbial "curate's egg." When H.M.S. Meon, together with H.M.S. Striker (towing a "Rhino Ferry"), steamed from the delights (?) of Bahrain towards Kuwait, the "powers that be" on board Meon must have wondered into what ratio the "good" and "bad" parts would fall. It can be safely said that Meon's "egg" can be stamped "Grade I."

Despite the entirely new ship's company having had little time to practise the intricacies of "action stations," "defence stations"—and all stations to Kuwait—when the alarm bells sounded in earnest, each man moved to his respective post with a speed that hadn't been seen on board since the day that a dhow, complete with several bikini-clad beauties, sailed close to Meon while she lay at anchor in the Khor Kaliya at Bahrain.

Amongst the ship's company, the news that our presence was required at Kuwait was received with mixed feelings. The "un-blooded" youngsters talked of action at last, and remarked on the chance of a medal to wear on their breasts. The elder brethren amongst us saw the whole situation as a diabolical Admiralty plot to dispose of as many sailors as possible, thus saving the Treasury the cost of pensions and gratuities paid in full. The "in betweens," a little world-wise, and not yet entitled to feign to be embittered like the oldsters, saw it as an action to prove to the rest of the world that Britain would and could keep her word, once it was given. Each of us gave thought to the folks at home, and hoped they would not worry unduly.

The journey to Kuwait was uneventful—the visibility atrocious—the hand of Allah having provided a shemal for our discomfort. For the uninitiated a shemal is a warm, sand-carrying wind which shuts down visibility almost completely. Those on watch in exposed positions called it by every name but its true Arabic one.

FIRST ASHORE

Having arrived off Kuwait the ship's

beach reconnaissance team was sent to survey a beach which it was hoped would be suitable for H.M.S. Striker, a landing ship tank, to beach on. So the first British forces ashore in Kuwait were some Jolly Jacks led by a Sub-Lieutenant (S.D.) (P.R.). Unfortunately the beach was found to be quite impossible so the two ships forced on to the entrance to the port of Shuwaikh which is in the town of Kuwait itself.

Again the beach recon team, this time led by the Captain, A.W. Squadron, went in to examine the possibilities in the port, but they were severely hampered by the over-keenness of the Kuwaiti guards, who were everywhere and very anxious to stop anyone from going anywhere. Finally an ex-Chief Petty Officer, R.N., who works in the port, came to their rescue and shortly afterwards, equipped with identity passes and interpreter, the party were able to discover once more that the one small beach in the area was unsuitable for Striker; but it could be used by the Rhino Ferry.

This is a truly remarkable man-of-war consisting of a number of steel cells bolted together to form a very large raft. Button a couple of very outsize outboard motors on one end and you have a self-propelled platform for ferrying the heaviest tanks and vehicles with ease. It's big and it's solid. "Rhino" is right.

TANKS LANDED

Striker anchored as close to this beach as she could and in a matter of an hour and a half the Rhino, manned by Royal Marines of the A.W. Squadron Naval Beach Unit, had ferried a half-squadron of tanks of the 3rd

Dragoon Guards ashore, and they had rumbled off to take up their positions facing Kassem country. The Rhino then bore away to sea, shunted by some of Striker's landing craft, to help H.M.S. Bulwark land the vehicles of 42 Commando. We heard that the Rhino crew worked all night on this and still came up smiling to face the roasting dawn and another full day's work.

A mixed landing party of "volunteers" from Meon, seamen, stokers and the nameless "miscellaneous ones," went ashore, grimly determined, at about 1900—and found themselves humping stores until 0200.

THE GUESTS ARRIVE

The action which the youngsters craved was not forthcoming and next day, Sunday, Meon found herself nosing in through the narrow channel leading into the port and tying up at an alongside berth, to wait for "no one knew what." In fact what our role was to be soon became clear. Apart from the heavy traffic to and fro of communications, Meon being the only communications network in existence at the time, we were soon inundated with guests... the buzz had got around that there was cold water on board, that the N.A.A.F.I. had ice cream, there was cold beer, until supplies ran dangerously low; and weary soldiers could get a shower, even see a cinema show on the quarterdeck. Hospitality was unlimited—never had there been such unity between the "pongos" and the "matelots."

One paratroop officer summed up the situation admirably—"the Hotel Meon is worth a five-star grading in any A.A. guide," was his comment. Thus was the old adage borne out—"they also serve, who only stand and wait."

Our guests arrived weary, sand sprayed and footsore. They departed refreshed, both the inner and outer man—mentally and bodily revitalised—to return to their units at the front, perhaps to spread the rumour that "Jack has it cushy." This was disproved when later on the air conditioning fell over repeatedly, owing to the presence of myriads of minute minnows, or their Arab equivalent, in the

(Continued on page 9, column 3)



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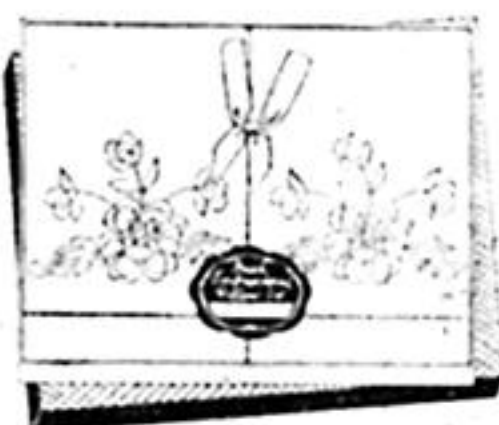
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BARBECUES, DANCES, SPORT... AND SURVEY

H.M.S. Cook crew introduce rugby to New Hebrides

THE survey vessel, H.M.S. Cook (Commander J. Paton, R.N.), anchored in Vila, New Hebrides, on the evening of Sunday, July 2. The main purpose of the visit was to enable the commanding officer to attend a meeting of the New Hebrides Hydrographic Committee to decide on priorities of survey work in the Islands and to agree on the respective responsibilities of the British and French navies.

During the three-day visit, the little town produced a wonderful programme of sport and entertainment for the ship, including a first-class barbecue supper with unlimited beer and native dancing for the Ship's Company. All the usual sports were played, but the rugby game was unique, being the first at Vila within living memory. The ship played a mixed team of Fijians and Europeans, and were beaten, though not disgraced, in a game which evoked great interest and enthusiasm from the New Hebridean natives. It is understood that plans are now well in hand for the foundation of the Vila Rugby Football Club.

Among the official ceremonies was the laying of a wreath at the war memorial, and for this ceremony guards were paraded by the British constabulary, the French constabulary, and by the ship.

CHANGE OF PLANS

The ship sailed for Suva on the evening of Wednesday, July 5. The following day, however, plans were disrupted by the necessity for an immediate operation on M.(E.)1 Hampson, suffering from acute appendicitis, and the ship had to put into Luganville (Santo Island), sailing again immediately the operation was over. It is understood that Hampson would have been very ill indeed had there been any delay in operating.



British constable with H.M.S. Cook's wreath at the war memorial at Vila

After subsequent calls at Suva, during which much needed maintenance was carried out on the ship, she sailed for surveys on the north coast of Venua Levu on Monday, July 17. The commanding officer had learned that the Fijian chiefs of Mathuato Province, which covers the north-western parts of Venua Levu, wished to welcome the ship in the traditional way.

As by custom a ship is not allowed to anchor, let alone land anyone, without the proper protocol, it was clearly necessary to proceed to Naduri, the provincial centre, first, before starting work along the coast.

The ship was met off the village by an outboard-engined canoe, loaded to the gunwales with several Fijian chiefs and the commanding officer's herald (or Matanivanua), who was to speak for him during the subsequent ceremonies, the first of which took place on the quarterdeck. The commanding officer was presented with two Tambua or whale's teeth; one which signified permission to anchor would have been brought out in the old days by swimmers, and the other gave permission to land. He then proceeded ashore, with about 50 of the Ship's Company for the Yaqona Vakaturaga and Wase Ni Yaqona, the Chiefly mixing, presentation and drinking of Yaqona or Kava. This was followed by many Mekes or dances accompanied by singing.

WOMEN WILL DESERT!

A leader of the dancers was the aged but spry wife of the Methodist minister, who encouraged the male band of singers to greater efforts by the adjuration, translated to the commanding officer as "You'd better sing louder and better than that, or we women will all desert you and go out to the ship." The function ended with the presentation of presents of bananas, coconuts, vegetables and a giant live turtle.

sea snakes, which breed and change their skins on the offshore islets; in one case, a small high-water pool was encountered, filled with at least two



Native dancers at the barbecue held at Vila for ship's company of H.M.S. Cook

dozen of these creatures, swimming and crawling on the rocks around, and care was necessary to avoid treading on them.

Naduri was visited on July 29 and 30. In view of the very high and signal honour they had done the ship, it was decided to invite the chiefs and people on board. The commanding officer and officers entertained the Ratus (chiefs), Bulis (headmen), the Roko Tui and their wives to a reception at midday on

quarterdeck and departed happy and still singing.

In the evening the Ship's Company were entertained at an "Island Night," preceded by an entertainment by the District Scouts, Guides, Cubs and Brownies, given by the light of an immense camp fire which the commanding officer had the honour to light for them. It was an unforgettable entertainment of Fijian songs and Mekes, ending with the singing of all of "God Save the Queen."

The dance which followed epitomised island music, song and *joie de vivre* at their unsophisticated best, and was a fitting end to a memorable evening. The ship returned to the survey area on Monday, July 31.

H.M.S. Cook is considered, unofficially, in the islands to be Her Majesty's Fijian Ship Cook. Wherever she goes she gives rise to much interest and pleasure and the Ship's Company are greeted as old friends and royally entertained. Most of the Ship's Company had never been to some of the islands before, but it was most appreciated that a great fund of good will has been built up in previous commands—a great compensation for the somewhat lonely, and certainly arduous, task undertaken by the ship.

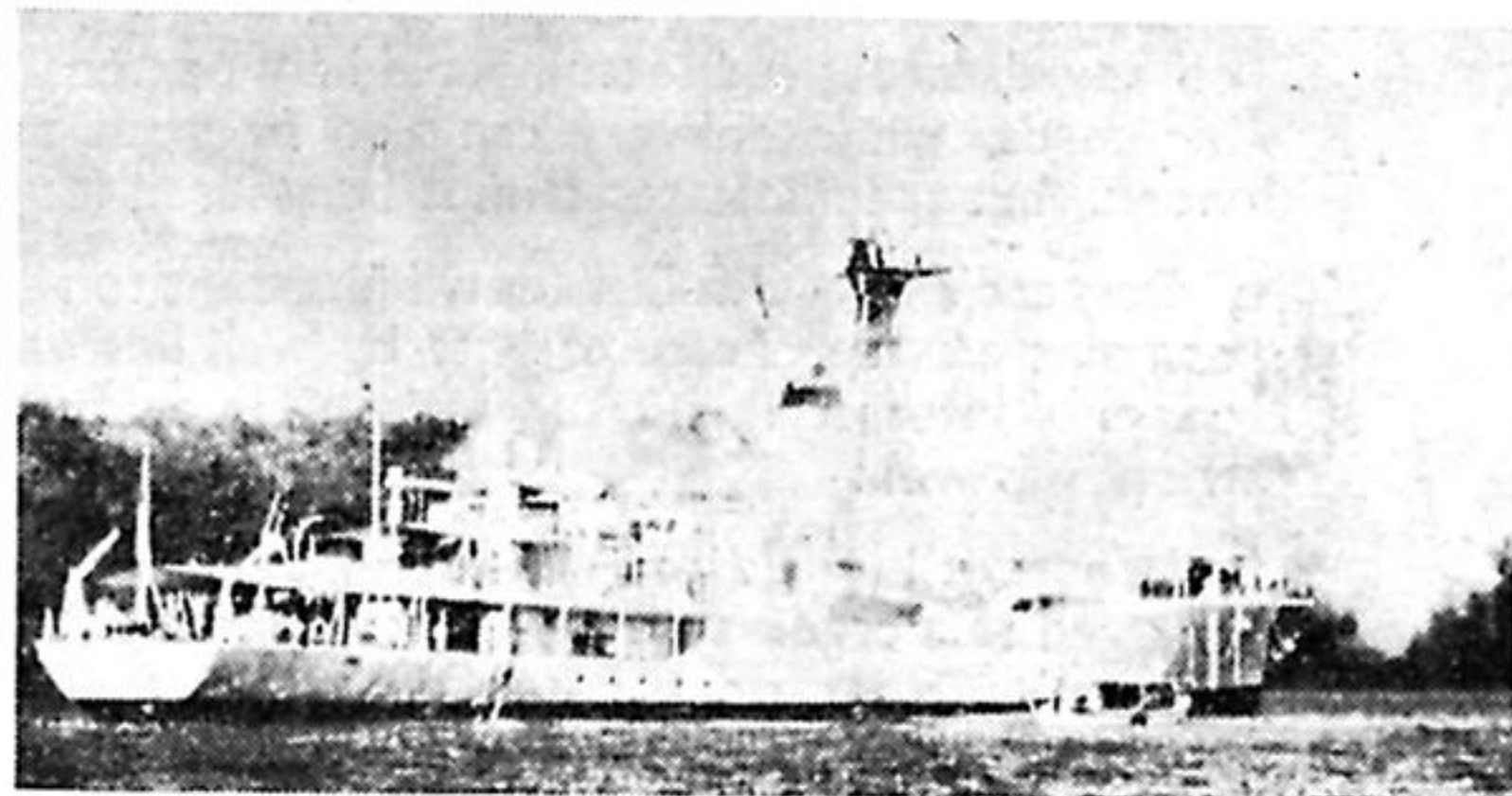
FOOD FOR THOUGHT

ALTHOUGH all officers are conversant with the pay due to them in respect of their rank and service—and equally conversant with the apparent ease with which it disappears—the complexities of the naval pay system, amounts of Retired Pay and Gratuities, Forces' Family Pensions, etc., are such that most officers are more than a little hazy regarding them.

A booklet will shortly be available which gives guidance—in plain, straightforward language—on these and other subjects.

Written by Instructor Lieut.-Commander S. G. Clarke, Royal Navy, and called "Food for Thought," the book gives a short account of the Gratuities, Retired Pay, Commutation of Retired Pay, and details of Officers' Organisations which are the vital concern of every serving Naval Officer.

Published by Messrs. C. H. Bernard and Sons, Ltd., of Harwich, the book will be available shortly and will, it is certain, prove of inestimable value to all those for whom it is written.



H.M.S. Cook firing a salute at Vila, New Hebrides

The commanding officer then made a speech of thanks and presented a ship's plaque as a token of appreciation of this great honour. Luckily they were able, without embarrassment, to present the turtle back for the Meke performers to enjoy. After this most memorable and moving occasion, the first lieutenant took the ship to an anchorage off Malau Jetty (Labassa), while the commanding officer travelled up by road to Labassa to lunch with Mr. R. V. Lister, Commissioner Northern and the Fijian Roko Tui Macuata (or Provincial Governor).

SEA SNAKES

The ship spent the following weekend at Labassa, having previously landed a survey party of two officers and 15 ratings at Visogo. At Labassa again a full programme of entertainment and sport was enjoyed and the Ship's Company were received with the greatest kindness and hospitality. At the survey area, marking parties encountered some trouble with

Saturday, and in the afternoon the ship was open to visitors. Most of these were children, some 200 of them, and the ship's boats were kept hard at it to keep pace with the crowds arriving on the jetty. They all enjoyed themselves, and after tea in the dining hall they sang songs on the

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'RESPONSIBILITY IS ALL MINE'

(BY AYCHARBEE)

ON the twenty-first of this month occurs the 156th anniversary of the Battle of Trafalgar and the death of England's greatest sea captain, Admiral Lord Nelson. In ships and establishments throughout the world the toast, "To the Immortal Memory of Admiral Lord Nelson and his comrades," will be honoured. In Royal Naval Associations functions are always arranged to commemorate the great victory over the combined French and Spanish fleets.

At a time like the present, when there is so much unrest throughout the world, nation against nation, man against man, it is opportune to recall one of the greatest attributes of Lord Nelson. It is that sense of responsibility—responsibility to his God, his King and his country—responsibility to the Navy in which he served and to the officers and men he commanded.

From his early youth this sense of responsibility had been apparent in the future Lord Nelson, and the more senior in rank he became, the more the honours were given to him, the more he appreciated that the added praises brought added responsibilities, and he never, for one instant, forgot that those responsibilities were to his God, his King and his country.

If only those in power in the world today would realise the responsibility they have to the rest of the world, then the world would not be in the parlous condition it is.

To come back to Lord Nelson; his sense of responsibility to the trust imposed on him could not better be stated than he did himself in a letter to Lord Melville, then First Lord of the Admiralty.

On February 14, 1805, he wrote: "Feeling, as I do, that I am entirely responsible to my King and country for the whole of my conduct, I find no difficulty at this moment when I am so unhappy at not finding the French fleet, nor having obtained the smallest information where they are, to lay before you the whole of the reasons which induced me to pursue the line of conduct I have done."

"I have consulted no man, therefore the whole blame of ignorance in forming my judgment must rest with me. I would allow no man to take from me an atom of glory had I fallen in with the French fleet, nor do I desire any man to partake of any of the responsibility. All is mine, right or wrong; therefore I shall now state my reasons, after seeing that Sardinia, Naples and Sicily were safe, for believing that Egypt was the destination of the

French fleet; and at this moment of sorrow I still feel that I have acted right."

Then follows Lord Nelson's reasons. He goes on to say: "... and therefore, my lord, if my obstinacy or ignorance is so gross, I should be the first to recommend your superseding me."

RESPONSIBILITY ACCEPTED

You will notice that there is no idea of "passing the buck"; there was a job of work to be done and Lord Nelson, after weighing up the pros and cons, had decided on a course of action. The responsibility was his and he accepted it fully.

All of us should have this sense of trust ever before us. Wealth, rank, honours, all carry responsibilities. We are responsible, each to each, to our messmates, our neighbours, our ships, our country and to the world at large.

This sense of responsibility has always been apparent in the Royal Navy. Without it there would be no Royal Navy. May the leaders in the world also realise that unless each and every one has this sense of responsibility to his country and to the world, there will be no world worth living in.

Victory players revived

THE Victory Players, who this year could not put on a show because of lack of support, has been re-formed and, in view of the considerable interest being shown, it is hoped to be able to produce a show next March which will rival the outstanding success of the effort two years ago — "Dandy Dick," by Sir Arthur Pinero.

There was an attendance of 26 at the first meeting of the Players which elected Inst. Lieut.-Cdr. F. C. Christie as chairman and Lieut. D. A. F. Parsons as secretary.

Weekly play readings are taking place and will continue during the autumn term.

A 'red' and a 'blue'



Two London recruiting officers for the Royal Marines are believed to be the last serving men who enlisted in the Royal Marine Light Infantry (the "Red") and the Royal Marine Artillery (the "Blue").

They are Recruiting Officer Herbert H. Harris, R.M., of Burgess Hill, former light infantryman, and Recruiting Officer Alfred G. F. Eatwell, R.M., of Reading, once a Corps gunner. The distinction between the two types of Royal Marines was abolished in 1923.

The recruiting office where these two officers interview potential recruits is the Discovery, Capt. Scott's old ship, lying off the Victoria Embankment. Both have lively memories of the Navy of 40 years ago.

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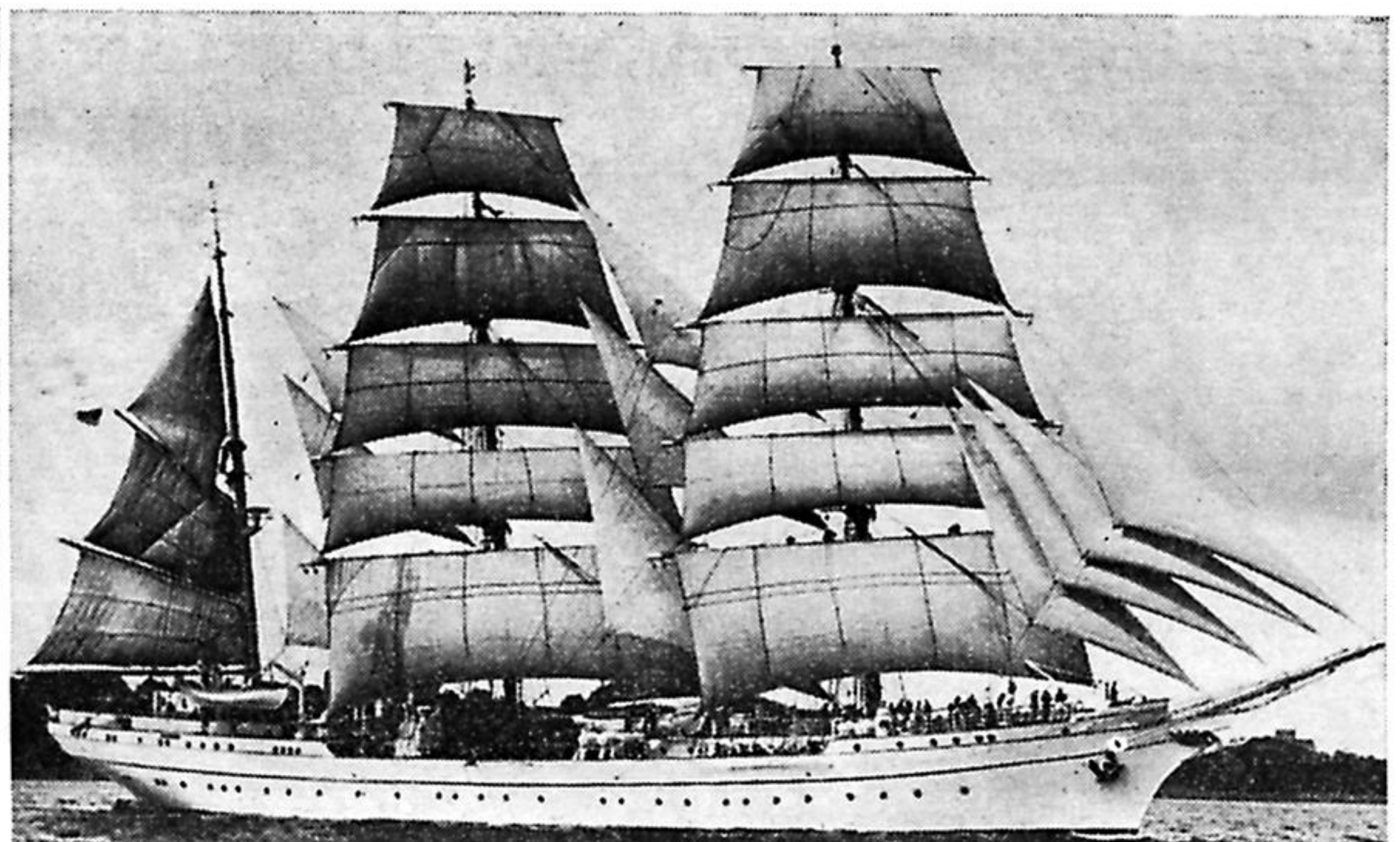
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The German Navy's Sail Training Ship Gorch Fock visited London in September with 140 German Naval cadets on board. The Commanding Officer is Capt. W. Erhardt.

German training ship visits London

THERE IS NO SUBSTITUTE FOR PRACTICAL TRAINING

A WELCOME visitor to the Pool of London in September was the German Sail Training Ship Gorch Fock, first German warship to sail up the Thames since before the war. A three-masted barque, she was built in Hamburg in 1958 to replace the three ships in service with the Reichsmarine before the war, since the Germans have always felt that there is no substitute for a gruelling practical training in seamanship, even more so in this technical age, and that advances in equipment and methods will never relieve the Seaman officer of his professional duty to bring his ship safely through any weather.

The cadets spend three months on their basic training on board, including two months away on cruise.

The old Gorch Fock, named after a famous North-German poet who died at sea during the Great War, is still in service with the Russian Navy as the Tovaritch, though she has not been seen on such extended cruises as the Germans used to take her on. The Horst Wessel has become the American Coastguard training ship Eagle, and the Albert Leo Schlageter the Portuguese Sagres.

SPOTLESS WHITE DECKS

The visit to London from 7 to 14 September was the climax of a two-month cruise to the Canary Islands and back with 180 officer cadets on board. The cadets, wearing square rig, were very well received all over the capital, in symbolic contrast to their Panzer comrades in Wales who have been the subject of so much controversy.

Both the cadets, and the ship herself when open to visitors with her decks

RHINO-FERRY AT KUWAIT

(Continued from page 7, column 5)

water intakes. Our visitors found then that life in one Her Majesty's ships in the Persian Gulf can be pretty deadly when the air conditioning is "jinxed."

MIXED CARGOES

Meanwhile the remainder of the ships of the A.W. Squadron, Striker, Parapet, Bastion, Redoubt, were scurrying as fast as they could between Kuwait and Bahrain, emulating the "dirty British Coasters" immortalised in the poem—only their mixed cargoes were of tanks, shells, stores, beer (a most important commodity and morale raiser), armoured cars, jeeps and a multitude of miscellaneous necessities for the Army, the Navy and the Air Force.

As we lay alongside the jetty, the "mysteries of the East" were nowhere in evidence; we knew only the intense heat, the flies, wind-blown sand, no leave owing to the political situation, and the pitying looks of the Arab dock labourers as we strained at the tug-of-war rope, or did battle on the deck hockey field (a sandy waste alongside the ship) or as we sat in the heat of the sun, getting brown for leave that was still a long, long way away—a living evidence that "mad dogs and Englishmen" still act as Noel Coward portrayed them.

spotless white and all her gear neatly stowed, aroused much favourable comment and Press interest. Especially generous hospitality was extended by the London unit of the R.N.V.S.R. which started a close link with the German Bundesmarine after the disbandment of the British Rhine and Elbe Squadrons where they did so much of their unpaid training.

Captain Erhardt, who has had command for the whole two-and-a-half-year commission, was not allowed to sail down the Thames except under power of his 800 h.p. diesel engine, but he sent the cadets aloft while at the moorings below Tower Bridge and set all twenty-three sails in a thrilling sailing display. The two liaison officers embarked were at the time keeping an anxious watch on the stern buoy, in view of the force 4 wind from the starboard quarter.

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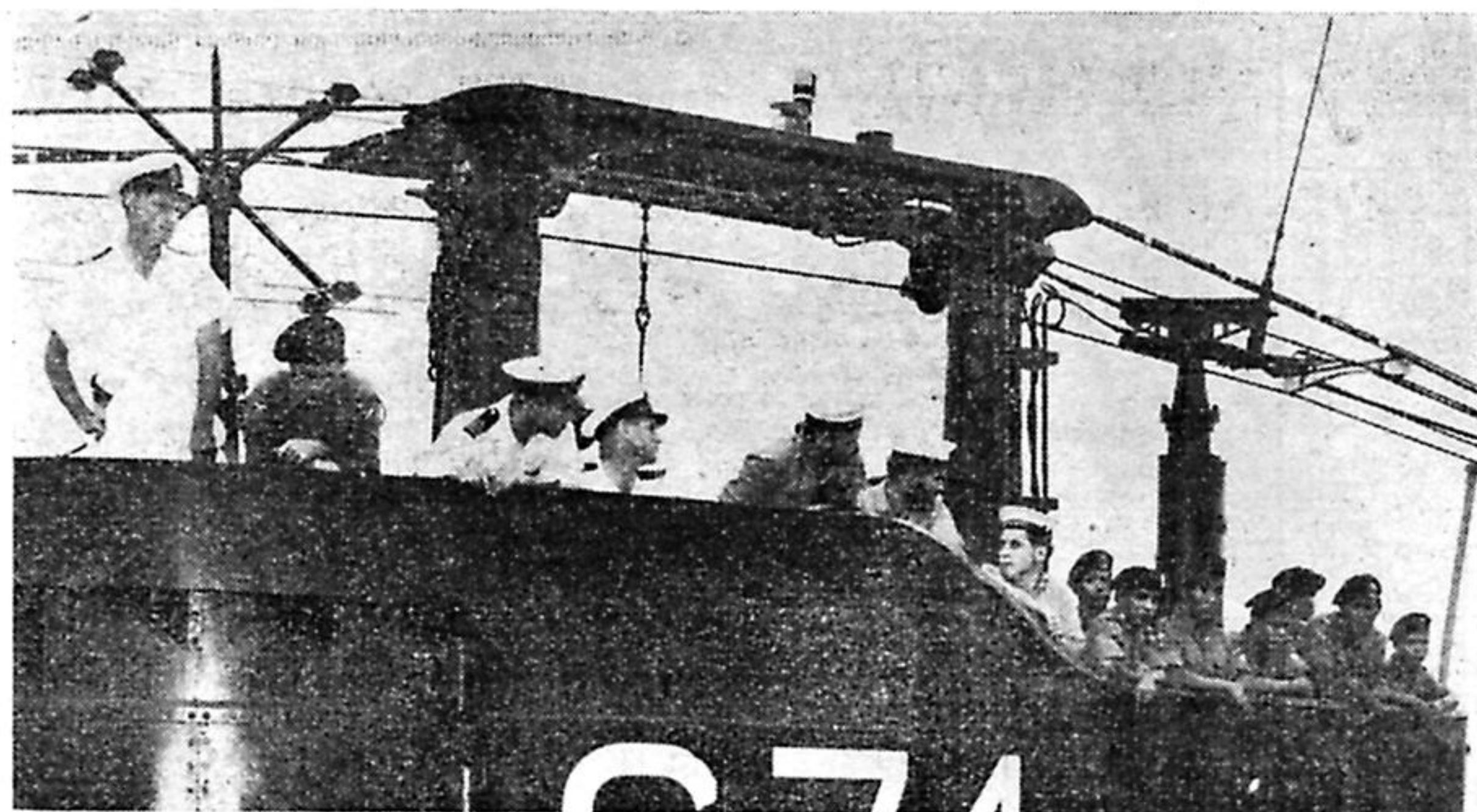
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AND BRANCHES THROUGHOUT BRITAIN



First Destroyer Squadron returns home TWO OFF TO GHANA

ON September 14 the First Destroyer Squadron, H.M. Ships Solebay, Finisterre, Saintes and Camperdown, returned to the United Kingdom after 11 months abroad.

Saintes arrived a little ahead of schedule, having rushed at 26 knots through a force 8 gale in the Bay with a case of acute appendicitis.

Three of the ships came more or less straight from the Persian Gulf where the Kuwait "crisis" brought them dangerously near to missing their "arrive home" date.

It was in the Persian Gulf that the ship's company of Saintes opened the newspapers one day to read that it was Solebay, and not Saintes, which was in the Gulf. They looked at each other with wild surprise, for they knew well that Solebay (gallant and respected leader) was carrying out some pretty exhaustive research into the fleshpots of Venice, whilst they, themselves, perspired in temperatures of 105 degrees plus.

Conditions in the Gulf were far from pleasant for ships without air conditioning. Temperatures varied from about 93 degrees to 109 degrees in the shade (if any could be found), whilst engine-room ratings dared not look at their thermometer.

The routine off Kuwait was a spell in a bombardment berth covering the road from Basra to Kuwait City, followed by a couple of days with Centaur and then a short lay-off in Bahrain, where all hands went ashore to bathe in the air-conditioned swimming pool in which they just managed to drag the temperature down to eighty.

Generally speaking, it was more pleasant to lie close inshore at Kuwait and receive the 109 degrees dry desert wind, than go out into the centre of the Gulf to a damp 95 degrees.

The one factor that kept morale high in the Squadron was the knowledge that home and families were not long away.

The First Destroyer Squadron now commences its second "Home Leg," but as Solebay and Saintes will be escorting the Royal Yacht to Ghana in November, what was once a Home/Mediterranean General Service Commission will have turned into a Home/Mediterranean East of Suez/South Atlantic one.

'George' leaves the Service

A BLE Seaman "George" Parker, who was given permission by Admiral of the Fleet Earl Mountbatten to "fly" a copper ball at the main mast of any ship he served in, will be leaving the Service in November aged 60.

His last ship, H.M.S. Camperdown, returned to Devonport on September 14, when "George" was carried ashore, on the shoulders of his messmates.

From the jungle to the 'deeps' TACTICIAN TAKES IBANS TO SEA

H.M. Submarine Tactician (Lieutenant-Commander C. E. Gibson, R.N.) recently took an officer and seven men of the Sarawak Rangers to sea off Singapore.

The Sarawak Rangers are recruited from the primitive Iban Tribe of Sarawak. They have recently been formed into a unit of the British Army and stationed in Malaya. The men are young, well-built, very fit and are superlative trackers in the jungle. Their jungle upbringing enables them to sustain life on wild edible foods in comparative comfort for long periods.

After his service as a British soldier is over the Iban man returns to his village a prosperous and valuable leader in his nation's progress to civilisation. He will certainly be able to afford to buy a large outboard motor and other amenities which give physical sign of his advancement.

Although it was an unusually cold morning, and both the crew and the Ibans were feeling the cold when the submarine slipped, the latter seemed very much at home afloat. Despite being smartly turned out in British

Army jungle green, these soldiers know the rivers well back home in Sarawak because, flowing past their famous long houses, they provide the only means of transport and communication.

As fishermen they were surprised to see the "kelungs"—the fish traps of bamboo construction with suspended nets—placed close to both shores of the Johore Straits, when any thinking fellow knows that the best place to catch fish is in midstream where the tide is strongest. However, they saw the need to allow this submarine at least an unrestricted access to her base.

Once below, the Ibans were shown around the submarine and then made welcome in all the various messes.

Tactician was on a routine training exercise, and soon dived after reaching open water. Passing merchantmen and heavily laden tankers provided realistic targets for the crew to practise dummy attacks, and for Ibans to sight through the periscopes. Then they listened on the earphones to the noise of propeller beats which give the position of surface ships to a submarine at a long distance, just as the crackling of a twig in the jungle would reveal the presence of a man to a silent listener.

Dived as deep as the Straits would allow, the Ibans tried their hand at controlling the submarine, operating hydroplanes with considerable skill, under the careful eye of the seamen on watch. Meanwhile, dinner was

H.M. Submarine Tactician about to proceed to sea with her guests

ready forward, and though they politely declined the inevitable offer of sips of naval rum, the Ibans ate heartily, and a comradeship was soon established between these two widely differing units of the Commonwealth Forces. Were a prize to be offered for the largest or most awe-inspiring tattoos present, it would be difficult to judge between Iban and sailor.

Leeds men in Ark Royal



These four cheerful shipmates in H.M.S. Ark Royal, Britain's biggest aircraft carrier, have one great thing in common—the memory of their Yorkshire homes. Left to right, they are Mechanical Engineer Robert Bedford, of 27 Haddon Place, Leeds; 4; Mechanical Engineer Ellis Charlesworth, of 8 Angel Row, Rothwell Haigh, near Leeds; Tactical Communications Operator Anthony Woods, of 5 Park Row Pool Road, Otley, near Leeds; Mechanical Engineer Brian Waterton, of 42 The Lane, Saxon Gardens, Leeds. 9. Leeds adopted H.M.S. Ark Royal as its own Navy ship in 1942

Sixty years of H.M. Subs

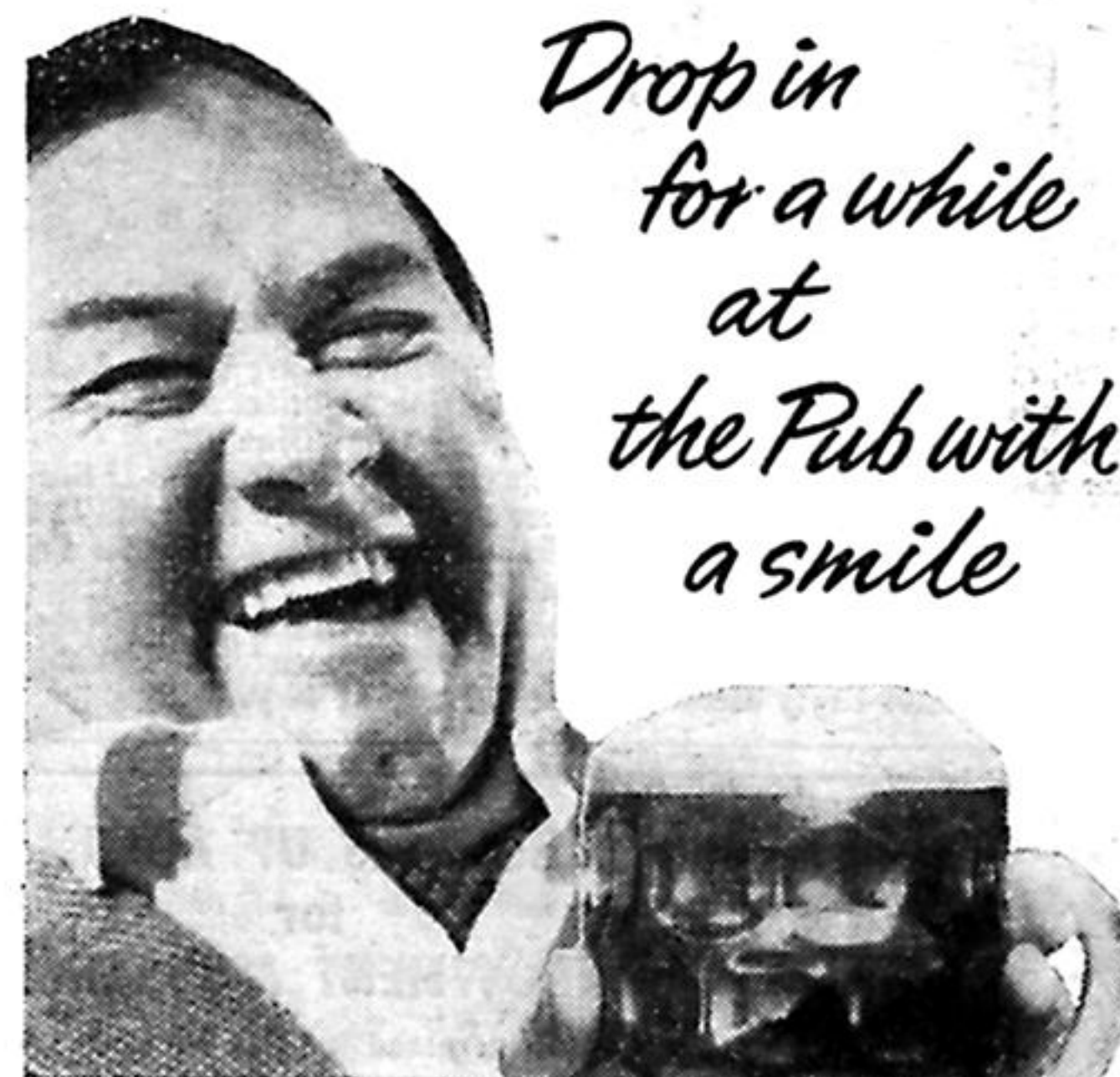
OCTOBER 2 marked the sixtieth anniversary of the launching at Barrow-in-Furness of the Royal Navy's first submarine, Holland 1.

The Admiralty bought the plans of the American Holland Boat in 1901 and turned over the construction of five of these submarines to the Barrow firm of Vickers at a cost of £35,000 each. Today a conventional submarine costs at least £2,000,000.

BRITAIN LED

As stated in the Naval Estimates Debate at the time, the purpose of the first five submarines was to evaluate the capabilities of the submarine for coastal defence. Once at sea, however, the Holland Boats and their immediate successors (the British-designed "A" Class) with a single 18-inch bow torpedo demonstrated that they packed a strategical punch out of all proportion to their diminutive size. This resulted in such rapid expansion of the submarine branch of the Royal Navy that by 1910 Britain was leading the world in submarine design and numbers in service, despite her late start behind the Americans and the French.

H.M.S. Dreadnought, the Navy's first nuclear submarine, now aptly nearing completion at the same Barrow yard which built H.M. Submarine No. 1 60 years previously, will have a displacement of more than 30 times that of the first Holland Boat.



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Officers spent holiday surveying largest glacier in Europe

CROSS-COUNTRY TREKS UNDER BLIZZARD CONDITIONS

STRUGGLING across a glacier by compass in the teeth of a blinding blizzard or standing for hours on end on isolated outcrops of rock overlooking a sheer drop of several thousands of feet whilst filling in contours of a map may not be everyone's idea of a summer occupation, but this is how 30 young officers have been spending a month in Norway.

The 1961 Royal Naval College's expedition decided to go to Norway again this year and chose the Jostedalsglacier as the area for its operations. This glacier, the largest in Europe, covers nearly 600 square miles and its adjacent mountains include the highest and most precipitous in all Scandinavia.

Originally, the expedition was entirely Naval in composition, but its reputation has now spread such that representatives from the R.M. Academy Sandhurst, R.E., Chatham, and R.A.F. Colleges at Cranwell and Henlow were included in its numbers. This year the expedition was again led by Lieut.-Cdr. M. K. Burley, F.R.G.S., R.N., recently returned from the Antarctic in H.M.S. Protector. This was his third such expedition to Norway.

The expedition was divided into four teams or "fires" to use the expedition word. Two were employed on surveying duties whilst the other two were sherpa fires occupied on mountain, ice and snow work. Both sides exchanged duties during the course of the expedition so everyone had a good insight into everything that went on.

CONSIDERABLE TASK

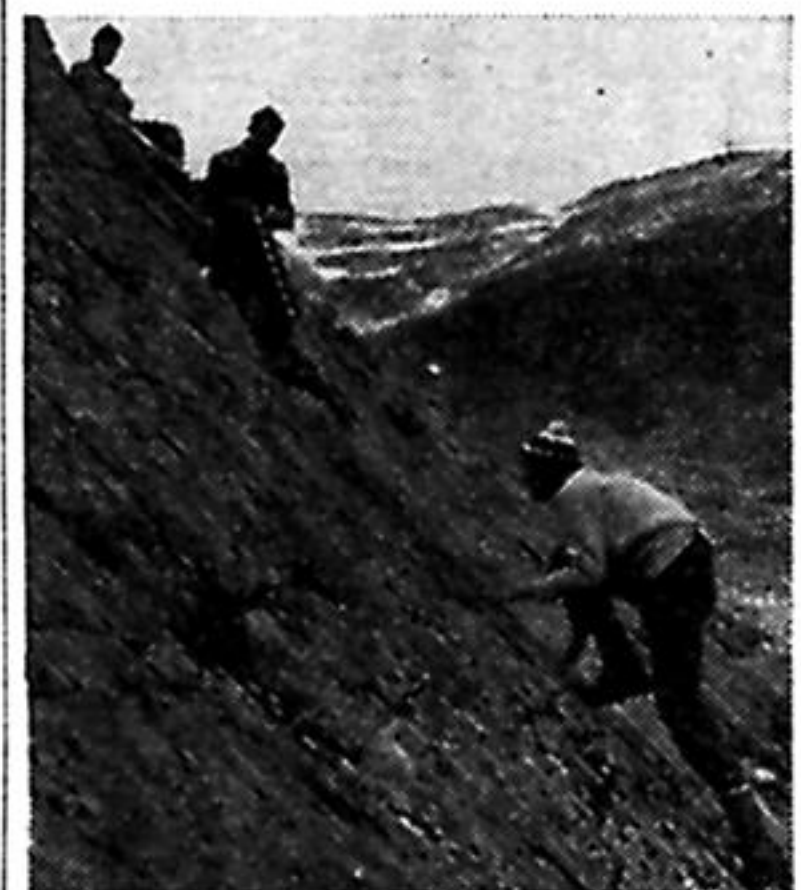
The survey fires were led by Mr. M. B. Hosford, B.Sc., a science lecturer at Dartmouth, and Lieut. G. J. Barr, R.N., a surveyor from H.M.S. Vidal. The aim was to survey some 40 square kilometres of the Austerdal Valley including the ice fall and glacier. This was a not inconsiderable task, especially as weighty theodolites and other equipment had to be carried up to and across the ice gap. The fact that the proposed survey was completed in entirety was due to the

hard work and fitness of the members.

In addition, glaciological work was carried out on behalf of the British Glaciological Society. This included measuring the rate of recession and ablation (or melting) and also the speed at which the glacier is flowing.

APPALLING CONDITIONS

As a result of this work, sometimes carried out under appalling conditions, a far more accurate and detailed map than any hitherto produced has been made which shows that the snout of



Climbing instruction on one of the lower "slopes"

the glacier has receded some one and a half miles since the last printed map. In addition, much other valuable scientific data has been obtained.

The two sherpa fires were under the leadership of Lieut.-Cdr. M. K. Burley, R.N., and Lieut. J. N. A. Goldsworthy, R.M. Their first object was to

get everyone competent to move around on skis with confidence. As soon as they had mastered the simple turns on the "nursery" slope on the ice cap, they were introduced to the 1,000 ft. "advanced" slope which was then followed by extensive "langlauf" or cross-country marches by ski across the length and breadth of the ice cap.

Not all were made in fine weather and several "langlaufs" were made by compass in dense cloud and blinding snow. This was done to introduce the glacier to the members in all its moods and to emphasise the dangers and hazards which may not be readily appreciated in fine weather.

Instruction was also given in climbing, when several almost sheer rock faces were negotiated by everyone, and different means of abailing down by rope. Various types and forms of ice were investigated by the fires wearing crampons on their boots, when they were also able to practice crevasse rescue under simulated difficult conditions.

VISIBILITY TEN YARDS

Each fire also made a long "langlauf" across the ice cap to visit a different region. Fire 1 under Lieut.-Cdr. Malcolm Burley decided to visit Jostedal, after which the glacier is named and which involved a round trip of some 65 odd miles. The first day's march was entirely by compass as visibility was down to ten yards in a bitter and prolonged snowstorm. When the far edge of the ice cap was eventually reached, the fire moved down below the cloud level and by coincidence completely startled a team from the Brathay Exploration Group who had a survey camp at this point when they were greeted in English in their camp at what they thought was the "end of the world." They explained that their base camp was down in one of the valleys.

After a huge meal in a cafe in the nearest village, 11 miles farther on, the fire returned to the ice cap. A

THIS IS TRULY DESOLATION



A view of the desolate region. The black mass in the background is about 2,000 feet high, and above that is the snow-covered glacier falling down just behind the figures as a slow-moving river of solid ice

detour was made to ski over the "highest point" of the ice cap, and eventually returned to its mountain base at Austerdalsbreen.

SHEER DROP OF 4,000 FEET

Fire 4, led by Lieut. Jim Goldsworthy, decided to visit Fjaelland to the south. The start was in brilliant weather, but the second day found them moving by compass in dense cloud. The first attempt to get off the glacier brought them to the edge of a sheer vertical drop of 4,000 ft. from the ice cap to the valley below. After negotiating a series of deep crevasses, however, they were able to move off the ice and camped for the night on the mountain just below cloud level.

As all the food had to be transported by individuals up to the advanced camps, it had necessarily to be very light in weight. For that reason, the basic diet consisted of porridge and tea for breakfast, two bars of chocolate for luncheon—there was seldom enough time to stop for a "brew." In the evening, the main meal consisted of soup and a "hoosh" consisting of dehydrated cabbage, carrots, onions, peas and rice to which was added a "high fat" content bar. This diet, monotonous as it may have been, was quite ample from a calorific point and was augmented by sultanas (which usually were added to the porridge), cheese and the occa-

sional Army "compo" ration pack.

NO INJURIES

The health of the members was extremely good. There were no ailments or injuries of any note and despite living in wet clothes for days on end and sleeping in damp sleeping bags, there was not one case of anyone catching cold; a testimony to their fitness. Certainly everyone is now back bursting with fitness. Several physiological tests were carried out on members for a report to the Medical Research Institute.

The expedition returned to London by air on September 8, and on return Lieut.-Cdr. Burley said: "The whole expedition has undoubtedly been a great success. Everyone on the expedition has benefited from it enormously and returned fitter, more self-assured and better able to look after himself under primitive and extreme conditions. As is so often the case, morale has been highest, as a result of a sense of achievement, following the more gruelling and bitter experiences, for example after a cross-country trek over the ice cap under blizzard conditions with visibility almost non-existent. I think I can speak for everyone in saying this has been a most profound, memorable and satisfying experience."



Bride and groom leave the church

Admiral at seaman's wedding

ABLE Seaman Ian Trevor Pugh, whose home is at 89 Priory Court, A.Walthamstow, has been married in Malta to a Wren serving with the Mediterranean Fleet.

His bride was Miss Anne Julie Fitzgerald, daughter of an Army warrant officer serving in Germany.

Their marriage at St. Luke's Church, which is attached to the island's naval hospital, was quite a big occasion.

Surgeon Rear-Admiral W. V. Beach, Medical Officer in charge of the hospital, was among the guests, and the bride was given away by Surgeon Capt. (D.) W. I. N. Forrest, R.N., the officer in charge of the dental department.

Wren Fitzgerald, now Pugh, is a dental surgery attendant. Surgeon Cdr. (D.) A. F. J. Smith, R.N., for whom she works, played the organ during the service, which was conducted by Navy Chaplain the Rev. Godfrey Bower.

Her bridegroom is serving in the destroyer H.M.S. Diamond. They met while at Chatham.

As the happy couple left the church they were given a big cheer by sailor patients mustered on the balconies of the hospital wards.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

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NEW GROUND FOR DARLINGTON

Guests were part of family

THE members of the Darlington branch of the Royal Naval Association broke new ground this past summer and the annual Children's Outing to Seaton Carew was enjoyed as much, if not more so, by the adults as by the children.

This year 32 children, of both sexes, from the local Children's Homes, were taken as guests. No officials from either Home accompanied the children, each child being put in the care of a family for the day. Apparently this is the first time in Darlington that an organisation has done this. Each child was given spending money and after a full day on the sands, the races, the fun fair, etc., the children were taken back laden with practically every kind of toy that was on sale.

The smiling faces, bright eyes and constant chatter of the children were the greatest reward that the members and their wives and friends could have had. The thanks of the children, expressed in cuddles more moving than words, was overwhelming. It is a foregone conclusion that next year an even greater effort will be made to bring even more happiness to these unfortunate children, and the Darlington members hope that other branches will give the scheme a trial. They will be well rewarded.

The branch held its first Flower Show in August and after the show the flowers were auctioned, the proceeds, amounting to over £3, being given to the Children's Fund by Shipmate J. Burn and the Social Committee.

The Social Committee has done very good work this year in their efforts to provide entertainment for the members, and great credit must be given to Shipmates M. Bell and F. Angus, the Treasurer and Secretary of the Committee, for the way they have worked.

Darlington used to be in constant

contact, through the "Navy News," with the Morecambe branch, but recently it was thought that Morecambe had disappeared without trace. Such is far from the case however. A recent visitor to Morecambe, Shipmate E. Akers, found that Morecambe has a nice club and the branch is still functioning. It is hoped that more will be heard in the future of its members—perhaps via "Navy News."

VISIT TO KIPLIN HALL

Recently Darlington members visited Kiplin Hall, near Richmond, Yorks. It is owned by Miss B. Talbot who has spent a lifetime in the interest of the men of the Royal Navy and the Merchant Navy. (It is believed that one of her contributions was the invention of the watertight red light used on lifebelts, etc.)

The Hall houses a museum with a fine collection of naval prints, also items of interest such as a Nelson's chair and steps and an autographed Bible from which the lesson was read in the chapel by the Darlington president, Shipmate J. B. Goldsworthy.

It was with great pleasure that the branch welcomed Miss Talbot when she made an unexpected visit to the club on September 9. Although over 80 years of age, this grand old lady, who once sailed round the Horn in a windjammer as a member of the crew, gave a splendid speech in which she said that nothing could ever beat this grand little island and its Navy, and it is certain that while such wonderful people as Miss Talbot are alive nobody ever will.

Arrangements are in hand to hold a Trafalgar Day Dance and it is hoped that it will be well supported. Also in the diary of events is October 22 when Darlington will be represented at the Newcastle and Gateshead branch Standard Dedication ceremony.

Mrs. V. Pemberton, chairman and secretary of the Ladies' Section, and a mainstay in the organising of children's events, is now out of hospital and although still on an "uneven keel" is already taking a "trick at the wheel."

NEW SERVING MEMBER

The committee and members were delighted to hear from P.O. Mechanic (E) C. W. Stephens, now serving in H.M.S. Hartland Point on the Far East Station and his request for particulars regarding the Royal Naval Association, also his desire to join the Darlington branch. He had read of the branch's activities in the NAVY NEWS. The necessary information has been sent to him and the members of the branch are looking forward to meeting him on his return to the United Kingdom.

This incident proves the value of the NAVY NEWS as a link between the serving man and his home town, and draws the attention of the serving man to the Royal Naval Association. Men now serving are eligible for membership of the Association, and it is only through such men that the strength of the branches can be maintained.

We will remember them

Shipmate Walter Shires, Social secretary of Hinckley branch.

Shipmate Harry Onions, Member of Wolverhampton branch.

Shipmate B. Rann, Founder member and chairman of Isle of Wight branch.

Shipmate Harold George Silvester, Member of West Ham branch.



Admiral Sir Gerald Gladstone taking the salute at the march past

The Weymouth Dedication was a colourful affair

OVER 500 FOR TEA

THE dedication of the standard of a branch of the Royal Naval Association is nearly always a colourful occasion, but when the occasion is one attended by more than 20 other standards, is led by a first-class Service band, has contingents of serving men and women, takes place at the seaside in fine weather in the presence of hundreds of visitors, then it becomes a more than worthwhile occasion.

Such an occasion was the dedication of the Weymouth branch standard on September 10. The parade was led by the Royal Marine Band of the Commander-in-Chief, Portsmouth, and in addition to members from Bridport, Portland, Beer, Blandford, Bridgwater, Frome, Plymouth, Truro, Twickenham, Yeovil, Portsmouth, Sherborne, Falmouth, Bristol, Torbay, Torrington, Southampton, Salisbury, St. Austell and Newton Abbot, a contingent of active Service personnel from H.M.S. Osprey and also serving members of the W.R.N.S. of H.M.S. Heron were present. Other ex-Service associations which were represented were the British Legion, the W.R.N.S. Association, the Weymouth ex R.A.F. and the Dorset ex R.N. and R.M. Association.

The parade started from Brunswick Terrace and marched the whole of Weymouth front and through St. Thomas Street to Holy Trinity Church, where the dedication service was conducted by the Vicar, the Reverend

P. S. Sprent, M.A., the branch Chaplain, assisted by the Reverend David Evans, Chaplain, Royal Navy, of H.M.S. Berwick.

Admiral Sir Gerald Gladstone, G.B.E., K.C.B., read the lesson. The salute at the march past was taken by Admiral Gladstone, and on the saluting base with him was the Mayor of Weymouth, Alderman W. E. Ward, J.P., late R.N.V.R., a member of the Weymouth branch.

The Flag Officer Sea Training, Portland, Vice-Admiral P. W. Gretton, C.B., D.S.O., O.B.E., D.S.C., marched in civilian dress with the Weymouth branch, an honour to the parade in general, and to the Weymouth branch in particular.

Weymouth branch was led by its president, Capt. R. J. Mackenzie-Edwards, O.B.E., J.P., R.N., and the chairman, Cdr. R. G. Lane, D.S.C., R.N.

Over 500 members and guests took tea in the Sydney Hall, where they were addressed by Admiral Sir Gerald Gladstone, who is a vice-president of the Weymouth branch.

The ceremony ended with the band of the Royal Marines Beating Retreat on Weymouth front, which attracted a very large audience of townsfolk and visitors.

The parade marshal was Lieut. D. R. Murphy, R.N., the Base Gunnery Officer, Portland.

Wolverhampton mourns a craftsman

THE Wolverhampton Branch of the Royal Naval Association learned with extreme regret of the passing of Shipmate Harry Onions, of Bishopwood, near Wolverhampton, on September 10 at the age of 68. He was a Naval pensioner and served in both World Wars as a shipwright.

He was one of the branch's oldest and most respected members, and his work in the beautifully executed wood carvings is renowned to hundreds of people in the Wolverhampton area.

His masterpiece is the carved altar in Bishopwood Church which he donated and is a joy to behold. This particular work took three months to complete by working 12 hours a day, seven days a week.

In his lifetime many a child has had hours of pleasure from the hundreds of wooden toys he made and donated to various children's Christmas parties.

The branch headquarters shows evidence of his craftsmanship in the many crests and plaques, and also a magnificent roll of honour.

Shipmate Onions was a man with a devoted sense of duty and his loss will be greatly felt by all who knew him. He leaves a widow, three daughters and a son.

Newcastle ready for the dedication

THE preparations for the dedication of the standard of the Newcastle and Gateshead branch of the Royal Naval Association are now nearly complete, and October 22 promises to be a real "Red-Letter Day" for the branch.

The standard bearer will be Shipmate Bugg, a well-deserving honour in view of his long service and loyalty to the branch. He is an ex-Chief Stoker and was Mentioned in Despatches in 1942. The two escorts will be Shipmates Coe and Robinson—again very deserving of this honour.

The route of the parade, which no doubt will bring nostalgic memories to "Geordies" away from Newcastle, will be Northumberland Street, Pilgrim Street, Market Street, Grey Street, Collingwood Street and into the cathedral.

After the dedication service the parade will march up Bigg Market, Newgate Street, Blackett Street, where the salute will be taken by Rear-Admiral R. M. J. Hutton, C.B., C.B.E., and the Lord Mayor of Newcastle. The parade then goes back along Northumberland Road for a meal at the Drill Hall, prepared by the wives of the branch members.

The parade will be led by the band of the Royal Marines, Scottish Command, and they, in turn, will be led by Newcastle's three famous police horses.

Members of the branch have waited many years for this occasion, and they are looking forward to it with considerable pleasure. Cdr. H. Row, R.D., R.N.R. (ret.), the popular president of the branch, will be "mine host" for the afternoon.

The annual trip to Bamborough went off very well, although the weather was not very good. It is the first time a cricket match has been played in mackintoshes and sou'westers—the locals were amazed. The cold wet weather did not, however, dampen the ardour of the party.

A gallant shipmate

THE Hinckley Branch of the Royal Naval Association are mourning the unfortunate death of their social secretary, Shipmate Walter Shires, but their sadness is tinged with pride of his gallantry.

Shipmate Shires and his 12-year-old daughter Jeanette were bathing off Blackpool's South Shore when heavy waves swept Jeanette out to deep water. Her father, who was a strong swimmer, went to her aid, but after pushing her to shallow water and to safety he collapsed and was swept back to sea.

Two holiday-makers and two beach patrolmen reached Shipmate Shires and got him back to the beach where artificial respiration was tried, but without success.

Shipmate and Mrs. Shires and their children were on a week's holiday in Blackpool for the first time in 16 years.

The sympathies of all the members of the Hinckley branch and, indeed, of the whole association go out to the bereaved family and salute a brave man.



All hands to the
GUINNESS

VISIT TO PORTLAND A REAL PLEASURE

Portsmouth H.Q. still stands

DURING the recent summer months the Portsmouth Branch of the Royal Naval Association has had the pleasure of welcoming members from all over the country, and the Portsmouth shipmates have been most pleased to see them.

The walls and floor of the headquarters were really tested, particularly when the visitors from Bath and Reading were in possession. Members were sure that the foundations had sunk several inches! From all accounts the visitors from near and far enjoyed themselves which, after all, is what the Portsmouth members intended.

Something new in the way of shows was put on recently by Shipmate Brazier. Called "Fruit Salad," the children of many of the members were called on and they played like "old-timers." Scenes from "Hans Christian Anderson," "The King and I" and the balcony scene from "Romeo and Juliet" were played with great gusto, and the venture proved a great success.

Perhaps the highlight of August was the annual outing to Weymouth where, after spending a day having the usual wander around, the visitors were entertained by members of the Portland Branch.

Portland, to most sailors, means many hours at exercises, etc., with

the prospect of a dreary middle anchor watch at the end of it, but every one of the 94 Portsmouth members who attended had nothing but praise for the evening they had with the Portland shipmates.

The Portsmouth coaches were met by two of the Portland members, who took them for a tour right to the top of the "Hump," and the visitors enjoyed a view that, perhaps, they had never troubled to take a look at.

There was a pleasant surprise during the course of the social evening which followed in the hall specially booked for the occasion, when the Portsmouth Branch was presented with a reminder of their visit. It took the form of a stone taken from the Chesil Beach, beautifully painted with a scene of Portland Bill. This was mounted and bore an inscription of the presentation and date.

The memento now hangs in the Portsmouth headquarters among the many ships' crests the branch possesses.

TWENTY STANDARDS EXPECTED

THE dedication of the standard of the Aldershot Branch of the Royal Naval Association promises to be a very big Naval affair in the "Home of the British Army" on Sunday, October 8.

At the time of going to press, it is expected that 60 standards from other Royal Naval Association branches and kindred associations will be present.

In addition to Vice-Admiral Sir Charles C. Hughes-Hallett, who will take the salute at the march-past, Vice-Admiral Sir Sidney Raw and Rear-Admiral W. L. G. Adam have intimated that they will be present. General R. F. Cornwall, Royal Marines, has also stated that he hopes to attend.

Two bands will be in attendance and, weather permitting, the Royal Marine Band of the Portsmouth Command will Beat Retreat on the Maida Parade Ground after the dedication ceremony at 5 p.m.

The parade will leave Salamanca Barracks at 2.30 p.m.

In order that those travelling from afar may not have to go on the march-past with empty stomachs, the organisers have made arrangements for the N.A.A.F.I. Club to be available for luncheons and refreshments from 11 a.m.

FOUNDER MEMBER AND CHAIRMAN DIES

A FOUNDER member and chairman of the Isle of Wight branch of the Royal Naval Association since its formation in 1951, Shipmate B. Rann, ex-Chief Petty Officer, died on September 13.

Members of the branch attended the funeral service at All Saints' Church, Ryde, followed by cremation at Whippingham.

Shipmate Rann will always be remembered as a loyal and greatly respected member and he will be sadly missed.

Durham member for New Zealand

THE members of the Durham Branch of the Royal Naval Association were more than a little sad at the September meeting, when they said "goodbye" to founder member George Watts, who, by now, is on his way to settle in New Zealand. In wishing him and his family the best of luck, the members said how greatly he would be missed. He was one of the most regular of attenders and a staunch messmate.

Despite a shrinking sports fund, a few Durham shipmates will be once again making the long journey to London for the annual reunion.

The shrinkage does not mean that the branch is nearing bankruptcy. The benevolent funds are in a healthy state and only recently Shipmate "Dick" Heron was able to organise timely help to several deserving cases. The branch has also "chipped in" to help wipe off the deficit incurred by Area No. 11 in running the Whit-sun Spurn Head service.

The Durham Branch would like to be able to read in NAVY NEWS of other branches—a wish that is echoed by the Editor.

DORKING 'ON THE MOVE' AGAIN

ASSOCIATION affairs during the summer months tend to suffer from holidays, hot (?) weather and the like, but like others the Dorking branch of the Association is "on the move" again.

The shipmates supported the Burma Star Association at the dedication of their Standard and on September 9 the branch had a stall at the local fête in aid of the Cheshire Homes. The branch will also be represented on October 8 at the Aldershot Standard dedication service.

The first dance of the new series has taken place and the socials at the club have been well supported.

Members visiting Dorking are assured of a warm welcome any Saturday evening.

SUBMARINE OLD COMRADES PRESENT SHIELD TO FINWHALE

Over 300 at Dolphin reunion

SUBMARINE stories of old, both tragic and happy, were heard again in Fort Blockhouse on September 16 when the Submarine Old Comrades' Association held its annual reunion. The weather was fine despite many gloomy forecasts, and about 300 Old Comrades, a cross-section of every generation of submariners since the first crew of the A1, turned out to make it a successful day. As always, they had come from near and far, even the Scotland Branch being well represented.

After the usual rendezvous in the canteen, all gathered on the parade ground for a group photograph with Flag Officer, Submarines, Rear-



The president of the Submarine Old Comrades' Association, Vice-Admiral Sir Sidney Raw, presents the Submarine Efficiency Shield to Chief Petty Officer Engineering Mechanic Lowe, of H.M.S. Finwhale.

PAST AND FUTURE LINKED

THE Navy of the past and the Navy of the future were linked at a ceremony at Hitchin on September 23.

The Royston branch of the Royal Naval Association put a bequest received from the estate of the late William Tricky, together with a grant from branch funds, to a very good cause—the furtherance of the Navy of the future. A mace was purchased for the band of the Hitchin Sea Cadet Corps.

The presentation was made by the Royston branch president, Capt. M. B. Laing, C.B.E., R.N., with the chairman, Shipmate F. Ellington, and many other shipmates in attendance.

The Sea Cadets, under their Commanding Officer, Lieut.-Commander Smith, were very smartly turned out and a credit to the training staff's hard work. The guard would have gladdened the heart of even the most critical Gunnery Officer at Whale Island.

After the parade a very enjoyable time was had by the Royston shipmates and their families at a social function arranged by the parents of the Sea Cadets.

West Ham at Worthing

THE West Ham branch of the Royal Naval Association paid a visit to Worthing on September 17 and were well looked after by the Worthing shipmates (not forgetting the Worthing wives who laid on so much food that it was not possible to eat it all) at the social evening.

Some of the more hardy members went for a swim despite the inclement weather.

On September 23 members of the Hanworth branch and the Hounslow branch visited West Ham for an enjoyable evening. There were dancing, singing, fun and games from members of all three branches.

October is going to be a busy month for the branch. There is a visit to Southend to see the illuminations on the 7th; Beer branch, "up for the Reunion," is visiting West Ham on the 13th and on the 28th there is the "Grand Dance" at the Public Hall, West Ham.

The oldest member of the branch, Shipmate Harold George Silvester, who fought at Jutland, died on September 2. At the funeral on September 8 members of the branch were present and the Branch Standard covered the coffin. Some of his workmates also attended bringing with them the British Legion Standard. He was deeply respected and the members of the branch will miss him.

Cape Town member says 'Thanks'

SHIPMATE G. Haddon of the Cape Town branch of the Royal Naval Association, who recently spent a few weeks in England, says he received a very warm welcome from R.N.A. members wherever he went.

He asked the Editor to convey his grateful thanks to Battersea, Greenwich, London (Central), Wembley, Birmingham (Central), Edgbaston and Ladywood and Coventry branches and also to Headquarters.

He hopes that the attractions of T.V. and Bingo will soon wane and that membership everywhere will increase.

Admiral H. S. Mackenzie, D.S.O., D.S.C., and the Captain of the First Submarine Squadron, Capt. L. W. Napier, D.S.O., D.S.C.

After the photograph and an impromptu rendering of some old songs, the President of the Association, Vice-Admiral Sir Sidney Raw, K.B.E., C.B., presented the Submarine Efficiency Shield to H.M.S. Finwhale, represented by Chief (M/E) Lowe in the absence of the submarine on exercises in the Atlantic.

The shield is given annually by the association for the best all-round submarine in the First Submarine Squadron; Finwhale is the first of the Porpoise Class to have achieved the honour, and in the course of a thoroughly successful year's work she recently made her name in under-ice exercises in the Arctic.

Two silver cups were handed over to the First Submarine Squadron by Mr. Bell, of the Portsmouth branch, for safe keeping; they had been won by submarines on the China station before the Second World War, and in time it is hoped they will be amongst the founder exhibits in a Submarine Museum, plans for which are being made in Dolphin at the moment.

The Old Comrades' Association banner was laid up in the Church of St. Ambrose during a short service.

Afterwards, all had a chance to wander around the establishment, seeking out favourite haunts and renewing old acquaintances amongst themselves. Dolphin has changed a good deal in the last two years, so some of the older submariners found difficulty in finding the new with the old.

As always, the Memorial Chapel and the submarines at the pier—Tireless, Trenchant, Sea Scout and Seraph—were visited by most. These boats are definitely the vintage members of the post-war fleet, yet to most of those present they seemed to be full of cunning and modern devices they had never known.

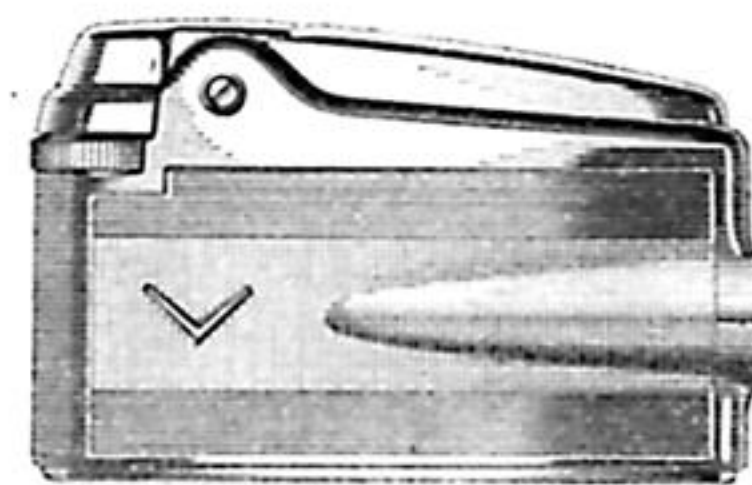
However, considering this year is the Diamond Jubilee of the Submarine Service, it must have occurred to many of the "old-timers" that the basic techniques and traditions of submarining have changed less than in most other walks of life.

In the evening a reunion dinner was held in the Chief Petty Officers' Mess, during which speeches were made by the President, the Flag Officer, Submarines, and the chairman of the Essex branch, Mr. E. Warren.

On the Sunday morning many of the Old Comrades showed their wives around the Fort and were able to explain much of the submarine jargon they had used so often at home.

Gradually all dispersed to their home towns, but it is hoped they will all return again next year, for, as usual, it had been a memorable week-end for both the Old Comrades and for those currently serving in H.M.S. Dolphin and the First Submarine Squadron.

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CLIMBING THE HOLY MOUNTAIN OF JAPAN WITH 'THE NUT'

Hartland Point men reach summit of Fujiyama

(Three officers and a party of 14 ratings recently travelled from Kobe to Fujiyama, the 12,400ft. mountain in Japan. A successful expedition to the top of the mountain followed, and the account of the climb, as seen by one of the climbers, was written to his mother.—ED.)

DEAR Mum.—You'll never guess. Two days ago I climbed the tallest mountain in Japan. Fuji-something-or-other, which is miles and miles from Kobe where the ship is.

There's a nut in this ship who, when he is away from his wife in Singapore, goes to extraordinary lengths to climb every mountain in sight. And he tries to make his stokers do so too. Nobody believed him when he started wandering round the ship looking for suckers to climb some holy mountain in Japan. First he says it is twelve hundred metres high (or perhaps thousands or maybe feet, I can't remember), then he says it is 200 miles away (it was 340, not counting our bus ride and lift), then he says he'll only take bods who'll buy a rucksack, and give him their R.A. and £5 as well. Then, they say, he went to the Commander and said, "Look . . ." (I can't use his name in a letter to you, Mum) "I still want £40 to be utterly safe." Anyway, of all the pizo collections of men in this ship the Welfare Committee are the worst—but they gave him the lot. Kept it all himself he did, having taken his whack from us, too.

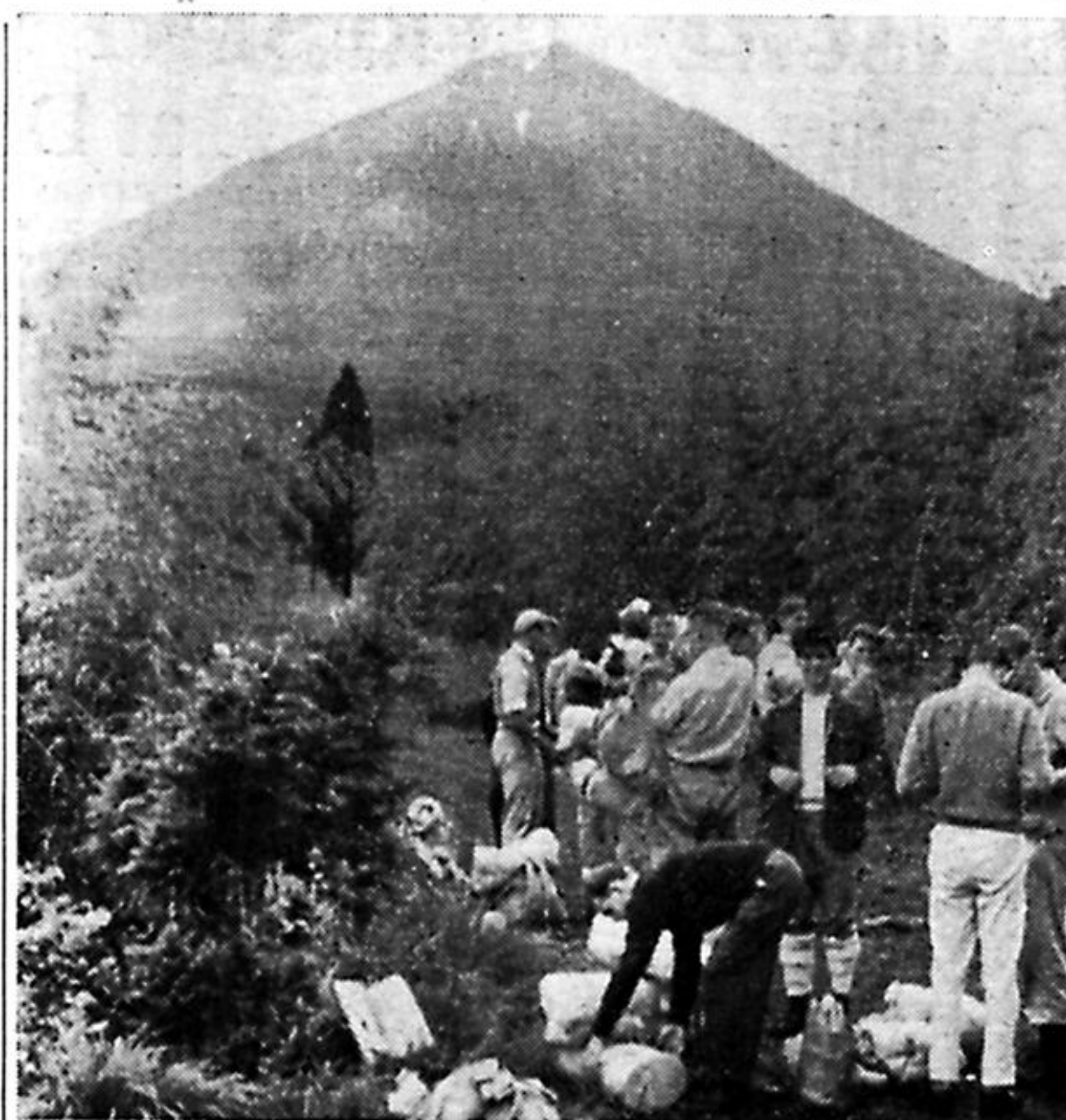
it's still 70 miles away!"

'NO SPEAK ENGLISH'

The next train was a bit like New Cross to Victoria, only it was full of farmers carrying stinking seaweed, and very crowded, too. When we got out we asked him what next, and he said, "I don't know. Let's see if the natives speak English."

They didn't. Then we kept the early morning bus waiting (at 0620 to be exact) while we picked up a little breakfast, but luckily it was going our way and we were the only passengers. By the way, Mum, the Japs don't have any loaves of bread, and they eat seaweed. Rum ain't it? Also I don't know how we found out all these timings and routes from Charlies who can't speak English.

This Mount Fuji was there in front of us, Mum, and we were going along



The party before their arduous climb with Mount Fujiyama in the background

Hartland Point" for all of us.

OMELETTES

The driver dropped us at nine o'clock quite far up, and was he pleased when one of our P.O.'s gave him a packet of fags! Everybody said we were at 5,000 feet at least. Ha ha. Coming down we realised that this

was 3,000, yes, only 3,000, Mum. It was a lovely morning, and we could all look down on the coastal plain, or whatever they call it, clear as anything. Then we walked, and we walked, and we changed our loads, and we stopped and rested and walked again, and changed our loads, and the eggs broke—so many that we put the goo in a plastic bag, and Petty Officer

Harte said we'd have omelettes for dinner.

At 12 o'clock we stopped to look for somewhere to camp or sleep, and some water. First there was nowhere, nor any water either. Then they found a half-built hut. We looked high and low for water, and after an hour found three full drums behind the hut. The pot mess and tea were good. Almost as good as yours, Mum.

After dinner the nut looks at the top, which we could see quite clearly, and says, "Not as high as the Ben to me. Can do that easily in an afternoon!" Actually Dad, our hut was at only 5,000 feet though they thought at that time it was about 7,500. I wish we'd known for certain, but all we had was a map written in Japanese, and I don't think the officers understood Japanese any more than we did.

So we set off carrying a camera or three and an apple for luck. You'd have given up awful quickly, Dad; it was jolly steep. Little windy mud path through the woods, only it went on up and up, past first one little mountain hut, then another, and then another, and still we were in the trees. The second half, and all the toffs were with them, noticed a sign saying 2,200 metres (which is only about 6,500 feet, Mum, in case you don't know). They said that they didn't believe it after two whole hours, but they were worried.

SLIPPERY LAVA

Anyway we all got to a wooden house at last which was just about at the end of the trees. Looking down we could see for miles, right into the blue blue distance where we had come from. Some said it looked only 2,500 to the top. Toothy kept quiet. He's good at arithmetic, you see, and when he took 8,000 from 12,400, he got 4,400. (Scowse says these figures are right, but I wouldn't know.)

(Continued on page 15, column 1)



The Hartland Point men near the top of Fujiyama. (The writer of the article did not indicate "The Nut!")

almost the moment the pusser had handed it to us at the pay table.

He said we had to save time and money so we travelled overnight through Osaka and Nagoya. Just like Brum, Mum, Japanese First Class is swell. Tipping seats like in an aeroplane. But we had to change at four o'clock. They woke me just before and muttered, "There it is!" And I said, "What?" But, there it was. Miles above us looming out of the ground mist. A huge mountain. It was about this time that someone said, "Of course, chaps,

an awful road at about 50, gradually climbing the first bit straight up. After seven miles he stopped, and we started to walk. Our rucksacks were very heavy—about 50 pounds with all the tins and blankets. First time we really had to carry them. Then as I told you, we hitched a lift up the zigzag road in a timber lorry, which was very hard. But we were on the mountain now, and it looked ever so close. They made us sign in at a hut, and give our next-of-kin. I hope you don't mind, Mum, but the nut put "Captain, H.M.S.

Collingwood's cheque



The officers and men of H.M.S. Collingwood recently made a handsome donation of £250 to the King George's Fund for Sailors. This fund is recognised as the central fund for officers and men of the Royal Navy, Merchant Navy and Fishing Fleets. The picture shows Rear-Admiral G. B. Teale, Chief Staff Officer (Administration) to the Commander-in-Chief, Portsmouth, receiving the cheque from Capt. F. L. Mills, R.N., the Commanding Officer of H.M.S. Collingwood

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The nut says—

"KILLERMAN JARO"
THE NEXT TIME

(Continued from page 14)

The rest of the way was what they call lava. Dad. Like the pumice stone you clean your fingers with, only black already. Sometimes solid like rocks, but mostly small and loose and very slippery. Some of the rocks are burned red. The slope straight up was steep and bare. As you took a step you slipped down about two. We all swarmed straight up. All except Toothy, that is, who said he'd stick to the path.

It took a long time, and it must have been 4.30 when we were only in the middle of that slope. It was horrible. No grass, no trees; only rock and lava and people sliding down the mountain. One or two lucky blokes got a swig of the nut's hip flask.

Somebody said there was a path to one side of us. Was there! And were we thankful to find it? Toothy was there too. They say he lay flat with his head below the level of his feet at each of the four huts on the way up. This must be how he nearly caught up with the leaders. Now we really were tired. Some of us went up a few more stages. Jan Hoile says he was very near the top and came down because the nut said was too late. Most of us finally stopped at the hut where there is no water—only snow to eat.

ALTITUDE DISEASE

We were very sorry for ourselves, we weren't going to make it. But at least we didn't have to walk upwards anymore. They say we were suffering from altitude, but I've never heard of a disease of that name. It was good to look so far down. All beautiful colours and clouds which boded took photographs of. The wind got damn cold and mist swirled round the top of the mountain. It still looked only a quarter of an hour away; but everyone now knew that it would mean a much longer walk than we expected, and sleeping at the top without blankets and without any food. So we started down at six.

It began to get dark. Nobody said anything, and they didn't seem to be worried. We started going through the trees when it was only just light enough to see. Soon it was just all black. And it was hell. The stokers, who can sleep anywhere, said that they envied them two who had stayed in the hut at the top of the trees because they were flakers and could go no farther. They had no blankets either. Somehow Jan Peel (who has a funny Christian name, Mum: Etty) seemed to remember the way. He remembered where there was no path, and where to expect trees felled across it; where to turn sharp left, and miss a hole, or to cross a tiny bridge across a precipice. The nut had a knee which hurt to bend, and kept falling over the pegs which held the little log steps in place. I didn't understand what he said, but I am sure you didn't ought to, Mum.

We got back to our hut and our ki (chocolate to you, Mum) at 10.30, safe and sound.

WHISPERINGS

Two maniacs were up at four o'clock, they said, because it was light. Then the two cripples from higher up appeared after no sleep and even more dreadful cold, which made us all get up and make breakfast. And you know what, Mum? Some clots were hunched away in a little group, whispering—saying that they thought they would have another try if the nut didn't mind. I thought they were mad.

Then suddenly the nut stood up and shoved people this way and that. He is a curious man who loves to speak so fast that nobody understands him. He asked one group if they were sure they really wanted to go, and were fit enough to try again. And they said yes. To the other he said, "Is there anyone here who hasn't had enough, whose knees don't ache, and who isn't sunburned, and who wouldn't really rather stay at home?" And Jack Dusty, yes the bloke who had just come down, whose real name is Moody, said yes too.

"Right. You 10 go. We leave at eight. Take an extra sweater each. Good." He always talks like that. Then nutcase added that he didn't want cripples to try, or guys who "thought they might," or whose little toes hurt, and that he too would come. Which was a bit much seeing that he was limping all over the place.

Mum, I had to go too. They (those who stayed put, I mean) bought it in the end though! They had to carry our blankets to "Moody's



The crater of the Holy Mountain

Hut" just in case we were too late coming down—which was kind of them. We carried masses of apples and oranges and nutty (this is all very difficult for you, Mum, but this is chocolate too) and eggs and Oxo and torches and bandages, not forgetting the matches.

It was a fine day again. Clear but without all the sun we'd had the day before. The path through the trees was still just as steep, and although there were cracks about the stiffness wearing off after the first 7,000 feet, I think we were moving faster than before. At ten we were at the top of the trees. By 12 the path had led us to where we had stopped before, and we had a terribly lazy languid luxurious lunch on nutty and oranges and snow.

AT THE TOP

Then, though there really wasn't a race in it, people started putting on the pace up the next 2,000 feet which were not funny at all. Very steep, on solid lava and snow. What is "eyebrow stuff," Dad? Through some more Shinto arches, over some rocks, and we were at the edge of the crater. Huge it was; half a mile across with a funny hole in the middle. We were almost too tired to climb the last little hill at the side to the top of the mountain. Etty Peel was there by himself at ten to three. Then Jan Hoile. Most of us reached the Met station about three, and the P.O. and the nut crawled up at three-thirty.

Just before we had to rush off down because we didn't want that night lark again. Toothy appeared at the lip, and a big cheer went up, because he is a very old man, Mum, 38 they say—nearly out on pension. He had taken it slow, but sure, as he said, and had made it. And did he snaffle the nut's whisky at the top Did he!

Those two let us go on ahead because old nut couldn't hardly walk now. Poor old Jack Dusty turned back when he saw us coming down, and he was very close, too. A great shame. The officers called it glissading, but we just skated down the long strips of snow on the mountain, sometimes on our feet, and sometimes on our—well you know what I mean, Mum. Anyway, we got down terribly quick and made the hut by six-thirty. The sun went down while the last two were at 10,000 feet, and they could see the shadow of Fuji cast on the clouds below her looking like an arrow. They were using their torch at 9,000 feet, they say, and they called the mud path a "nightmare" because they saw what could have happened to them the night before. We were "laughing!"

GOOD ORGANISATION

They got home, and the nut's leg the next morning was good enough to let him walk with the rest of us down ten miles until our timber lorry gave us a lift to the village with the station. Of course, we had much less to carry. Only one tin of salmon left, in fact. This is what they call good organisation, I suppose. Then, Mum, I had a huge dinner and lots of beer, and a real barber's shave by a Japanese who had a smashing party in his shop. We got home, second-class and very full, by 11 that night. Must stop now. Skausse says ta-ta for now.

Ginger (alias Sir Edmund).

P.S.—Is it true the Fleet Air Arm never go above 10,000 without oxygen? How wet can you get? The nut says he might try Killerman Jaro on his way home. Can you get this on the National Health, Dad?

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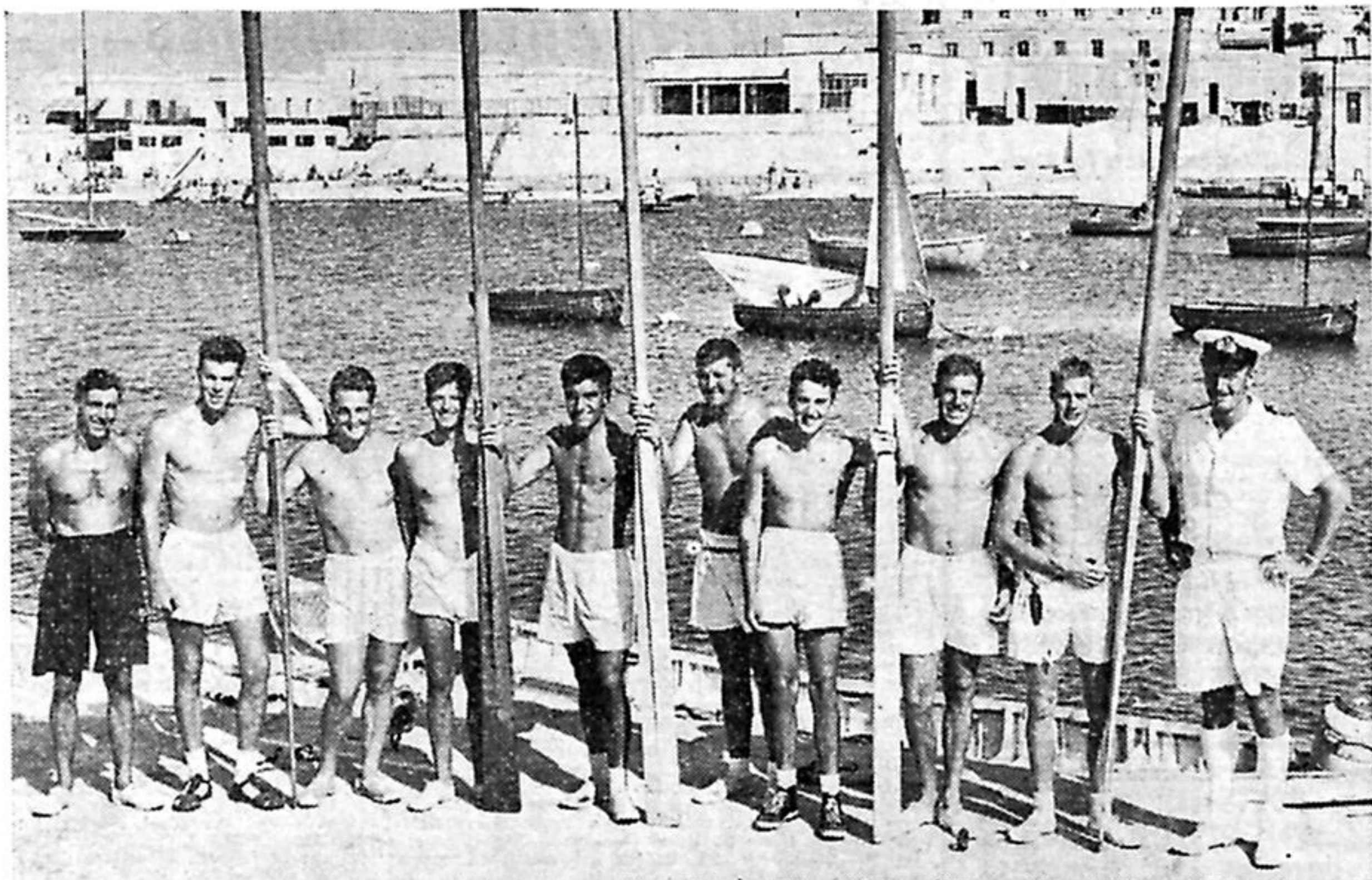
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NN/61





The nine Naval airmen from H.M.S. Falcon before their marathon pull around the island of Malta. On the right is Lieut.-Cdr. J. Norman, R.N., who was prevented from rowing with the crew because of an elbow injury

'LAP OF HONOUR' WHICH TOOK 12½ HOURS

Naval airmen's fine pull

HAVING won the Hamilton Cup, open to all ships and shore bases in Malta, the H.M.S. Falcon whaler's crew decided to row a "lap of honour"—a lap of honour with a difference, for it entailed a row right round the island of Malta.

Last year a crew of Engine Room Artificers pulled round the island in 19 hours and the Falcons (H.M.S. Falcon is the R.N. Air Station at Hal Far, Malta) felt confident that they could set up a new record.

The boat used was an ordinary Service whaler with five men rowing and three in reserve. The crew's confidence was not misplaced, for six hours 30 minutes were knocked off the E.R.A.'s time, and the new record, which other crews have already intimated that they will beat, now stands at 12 hours 30 minutes.

The crew took with them hot soup, biscuits, fruit and mineral drinks, and a portable radio was carried while a helicopter in the area kept a friendly eye on their progress.

U.S. PORTSMOUTH LOSE FIRST MATCH

THE United Services, Portsmouth, lost their first game of the season at Portsmouth on Saturday, September 23, when London Irish ran out winners 8 points to nil.

Match practice will give the team the cohesion which was lacking.

Bouquet for the Navy

SIR.—I write on behalf of all who took part in the International Off-shore Powerboat Race on Saturday, August 19, 1961, to say how much we appreciated and admired the manner in which the Royal Navy supported this event.

Hundreds of thousands of spectators along the South Coast saw for themselves the dashing and seaman-like manner in which units of the Trials and Special Service Squadron carried out their escort duties. In view of the marginal weather conditions

prevailing, surprisingly little direct assistance was required by competitors, but those who finished the course all drew comfort and encouragement from seeing the fast patrol boats and H.M.S. Brocklesby standing by in case of need. They were also relieved of the worry of stray swimmers and spectator-boats by seeing Naval auxiliary craft effectively patrolling in Spithead and Weymouth Bay.

Though necessarily less spectacular, the assistance given by the staff of the Commander-in-Chief, Portsmouth, in planning and controlling the race was of decisive importance. Indeed, without it, one cannot quite see how the race could have been staged in its present form.

It is hoped that the declared objective of the race of developing design, construction and handling techniques for small high-performance powerboats in open waters may be of interest to the Admiralty, by pointing the way towards the further development of ship's boats and amphibious craft and their equipment.

Please convey the thanks of the organisers and the competitors to all units of the Royal Navy whose cheerful co-operation helped to make the race the success it undoubtedly was.

—JOHN G. ABRAHAM.
(The above letter was sent by the chairman of the Race committee to the Secretary of the Admiralty.—Editor.)

SWIMMING POOL FOR YEOVILTON

H.M.S. Heron's new swimming pool was opened at the beginning of September by Capt. W. C. Simpson, O.B.E., D.S.C., Royal Navy, Commanding Officer of the Station.

The pool was built, in the main, by a grant of £7,500 from the Nuffield Trust, the rest of the cost being provided by the Naval Central Fund and out of station funds. The completed bath, which is open-air, is 82 ft. 6 in. long by 30 ft. wide and is 10 ft. 6 in. deep at the deep end.

Yeovilton is 40 miles from the sea, and so the new pool is proving very popular with the ship's company, wives and families, and also civilian employees on the station.

But recreational bathing is only one side of the story. The pool is also used for coaching backward swimmers, wet-dingy drill, ship's water-polo matches and for under-water work by the sub-aqua club.

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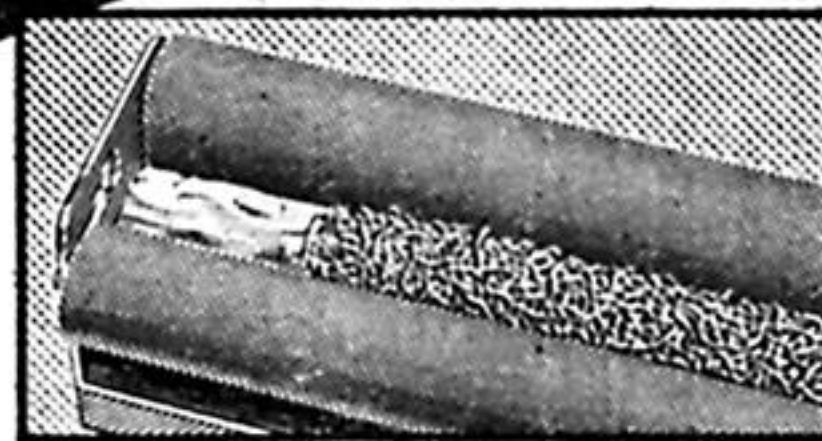
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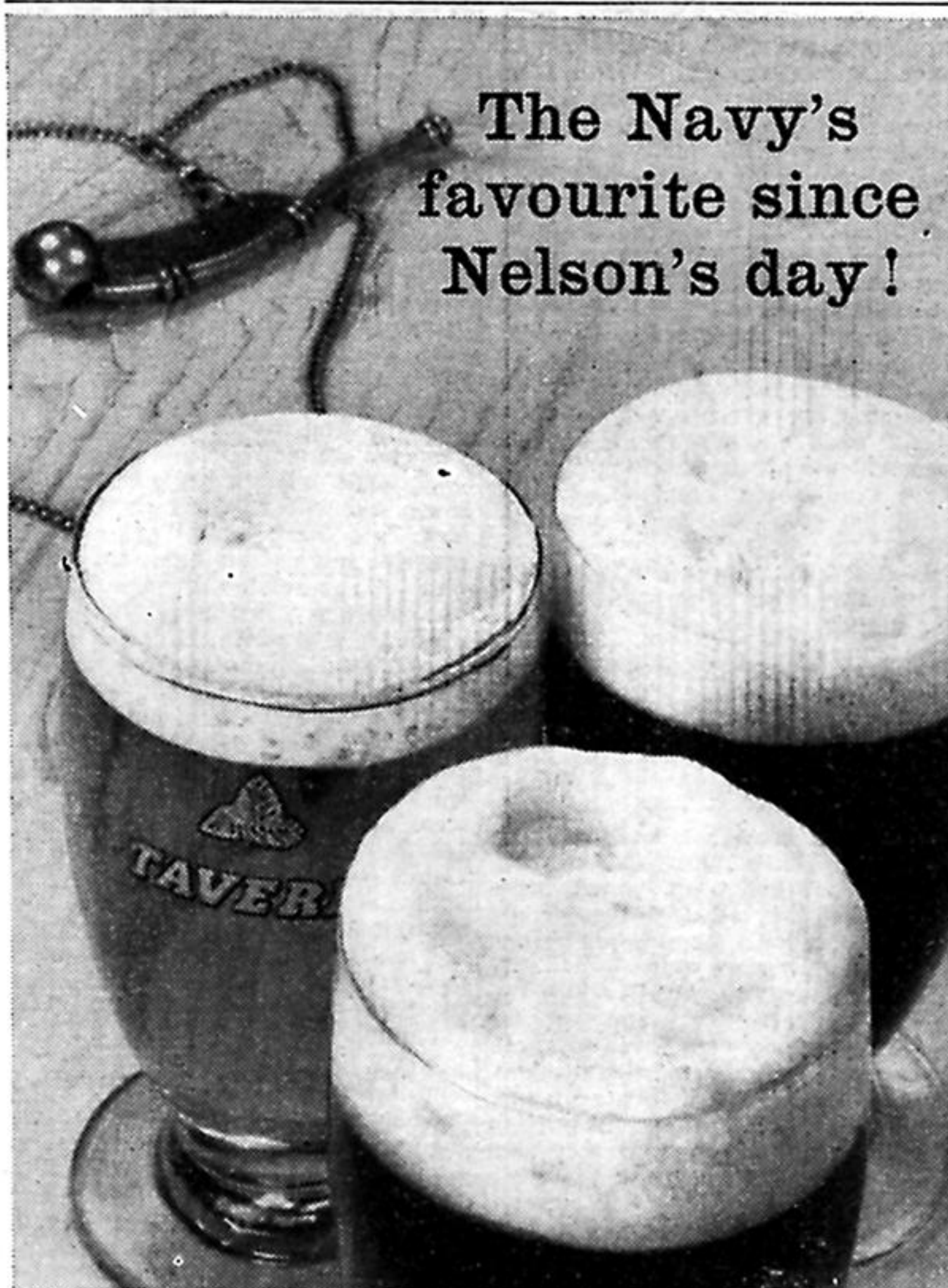
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